

Latitude 38

VOLUME 333 March 2005

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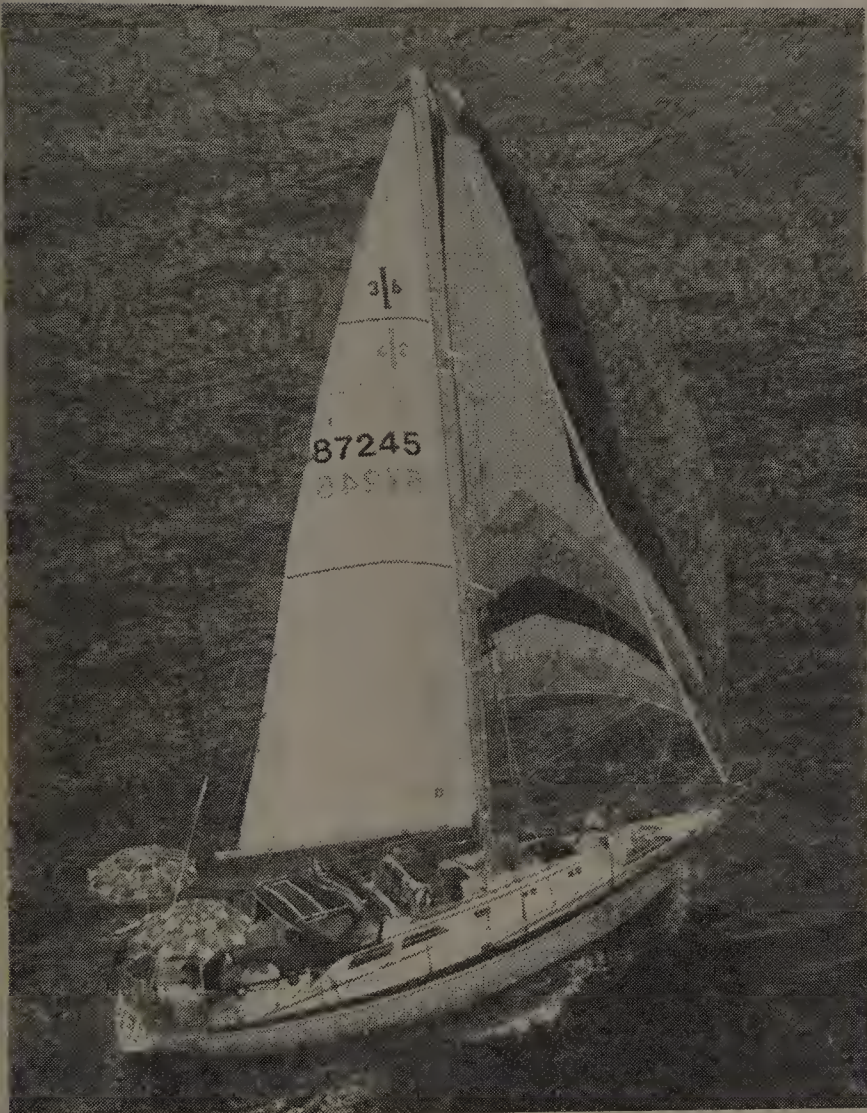
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Strictly Sail Pacific
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Captain and Admirable

PHOTO: LATITUDE 38/JOHN RIISE



36 Double D*

Dale Snearly and Dena Rutan are the proud owners of an Islander 36 and refer to themselves as "Captain" and "Admirable." And, no, that's not a typo.

Dale, Dena and crew sailed the boat, affectionately named 36 Double D, from San Leandro to Cabo San Lucas and back, joining the Baja HaHa along the way. In preparation for this fine adventure, they bought a new Pineapple mainsail and cruising spinnaker, complete with spinnaker sock.

The 2,500 mile trip presented the crew of 36 Double D with a full range of conditions, from light winds and calm seas to wet and windy storms. They flew the spinnaker every chance they got, even in over 25-knot winds, with easy deployment and complete control. And the main performed flawlessly.

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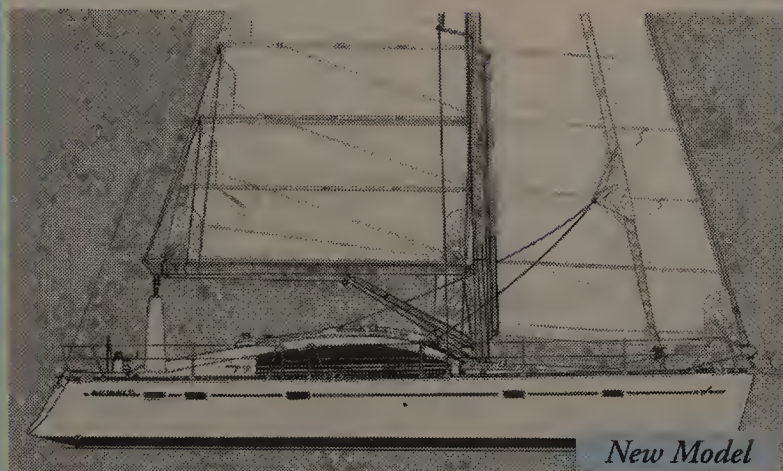
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New Model

The new Wauquiez 47 Pilot Saloon raises the bar for the performance oriented sailors who demand superb build quality, exceptional sailing ability, offshore safety, and maximum comfort at sea, along with elegant in-harbor liveability for two couples.

Wauquiez 45s Centurion



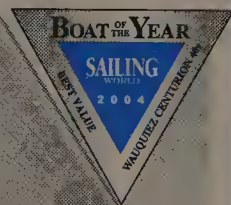
This elegant and beautiful cruiser/racer offers the competitive racer the offshore capabilities for Pacific Cup and TransPac adventures as well as a great liveaboard home.

Wauquiez 40s Centurion



At Our Docks

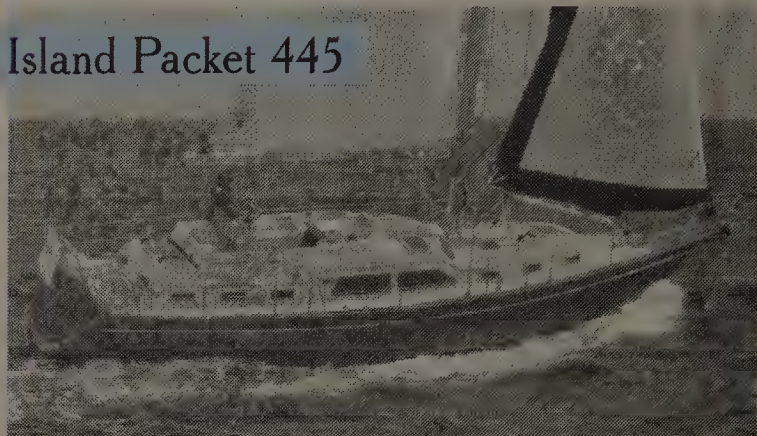
The Centurion 40s is a swift and elegant cruiser/racer that will be the envy of experienced sailors everywhere. The workmanship, interior, layout, fit, finish, deck layout and equipment choices approach perfections for a forty-foot yacht.



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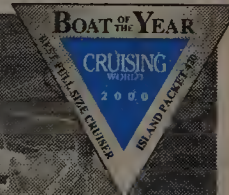
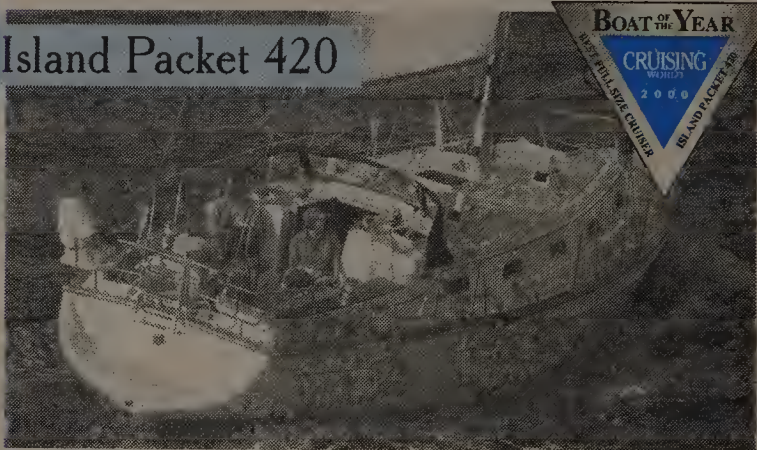
America's Cruising Yacht Leader

Island Packet 445



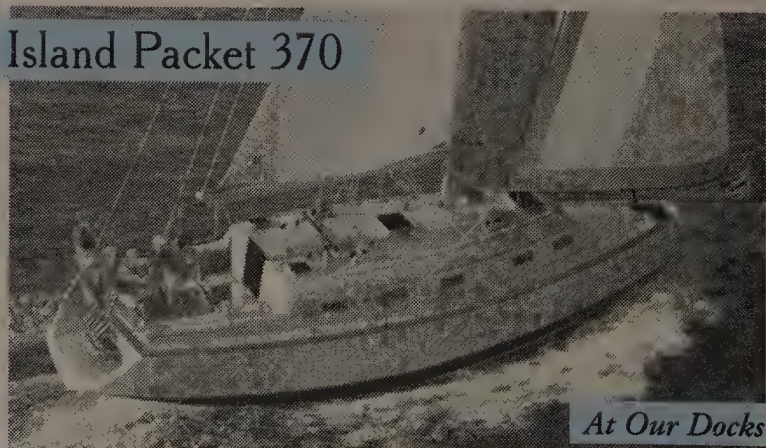
The center cockpit desk saloon 445 is the newest liveaboard cruiser in the Island Packet range of bluewater globetrotters. All Island Packets emphasize seakeeping, comfort and offshore safety along with massive storage and ease of handling.

Island Packet 420



The 420 has all of the famous attributes of the Island Packet range including raised bulwarks, Exclusive Full Foil Keel and Hoyt staysail boom and now includes the interior 'Plus Package' of Corian countertops, hand-varnished interior and more.

Island Packet 370



At Our Docks

The 370 is built for the cruising couple that wants all of the Island Packet features, quality and attributes in a boat under 40 feet. All of the attention to detail, construction integrity, storage, equipment choices and sailing characteristics are pure Island Packet.

Pre-Boat Show Open House April 2-3

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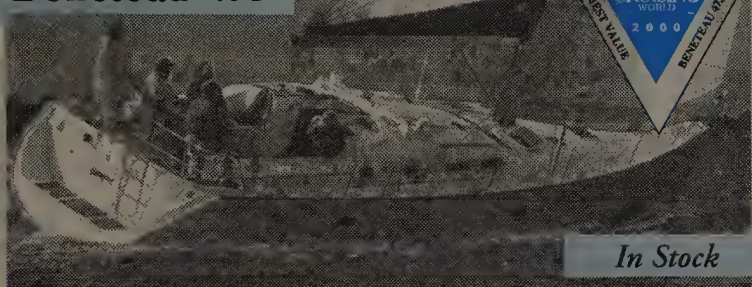


Arriving This Month

First 44.7

The new 44.7 arrives with positive press and impressive racing accomplishments, including the recent Sydney-Hobart where half the fleet withdrew. She promises another winner for the First series. Her cruising amenities echo the previously popular First 42s7.

Beneteau 473



In Stock

This absolutely gorgeous performance cruiser offers incredible value and pride of ownership.

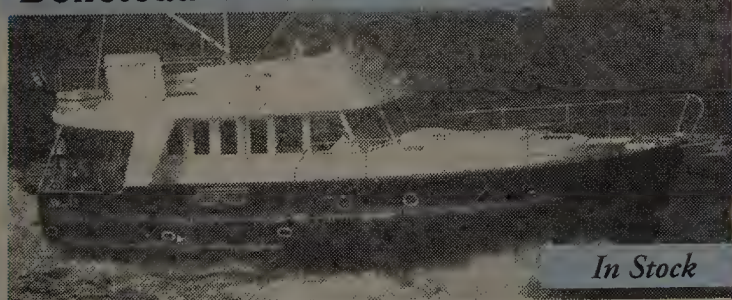
Beneteau 373



In Stock

The clear winner in the mid-sized performance cruiser market.

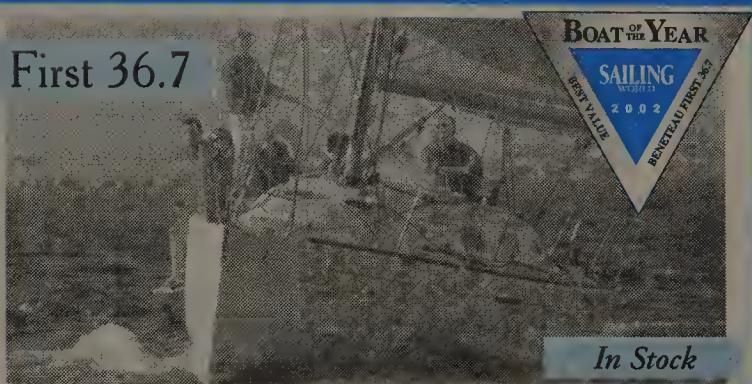
Beneteau 42 Swift Trawler



In Stock

Beneteau draws on their vast commercial fishing boat experience to bring you the first in a new range of trawlers. She is capable, elegant and fast (top speed of 30 mph) and designed to handle conditions that many typical cruisers find too challenging. A new breed of trawlers; call for an appointment to see the first one on the West Coast.

First 36.7



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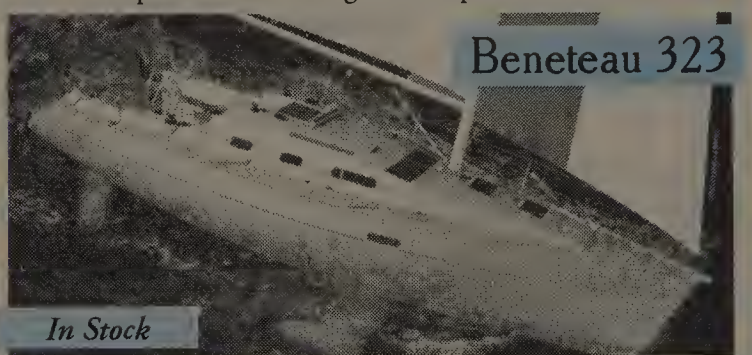
Take advantage of our limited fleet building offer to own a new race ready 36.7 including new recessed wheel, carbon pole, race bottom and Quantum Carbon Fusion main, #1, #3 & Code 4s spinnaker all for an unbeatable price.

Beneteau 423



In Stock

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Cover: One of the longest running friendly rivalries on the Bay,
'Twilight Zone' (foreground) and 'Chesapeake'.

Photo: Latitude 38/rob

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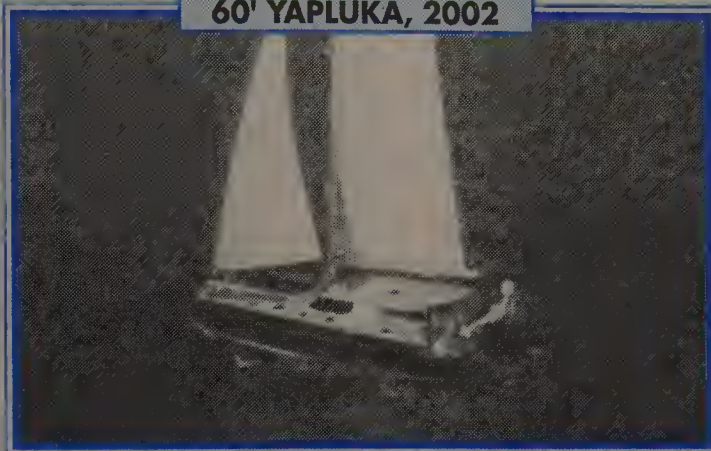
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

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60' YAPLUKA, 2002

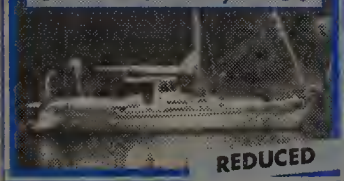


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		33' SEAWIND, 2000.....	\$160,000

51' ALEUTIAN, 1980



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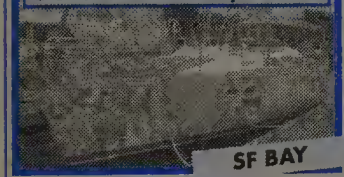
42' PEARSON 424, '79



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51' JEANNEAU, 1994



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44' CSY, 1980



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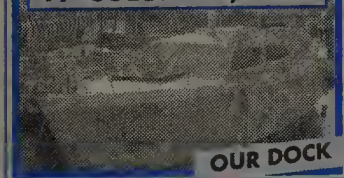
42' VENEZIA, 1995



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41' COLUMBIA, 1973



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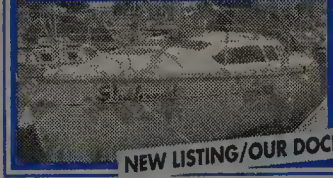
35' VINDO, 1974



OUR DOCK

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33' HUNTER, 1980



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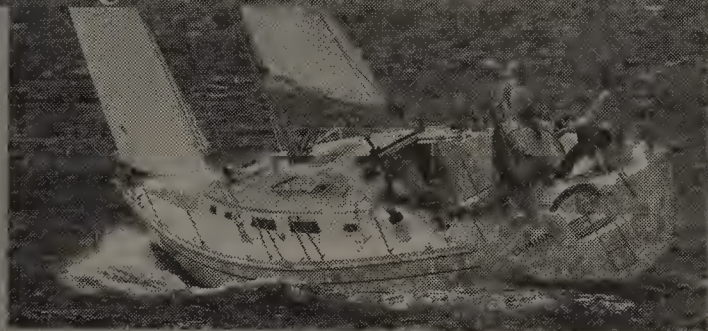
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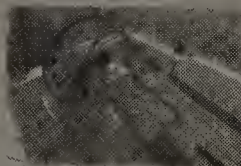
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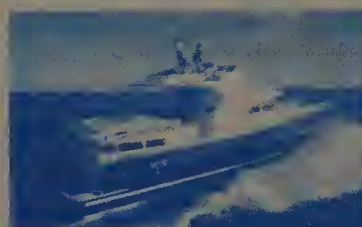
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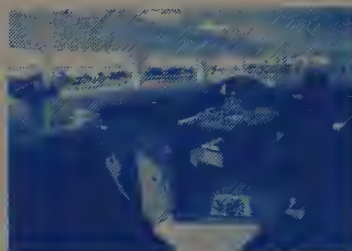
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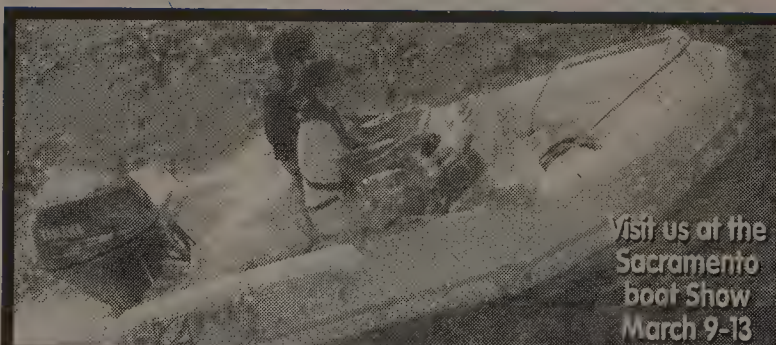
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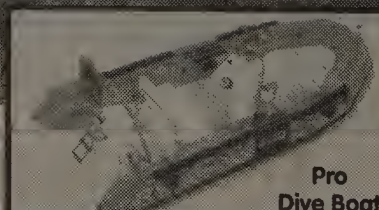
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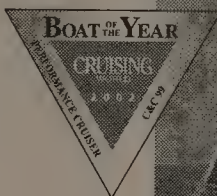
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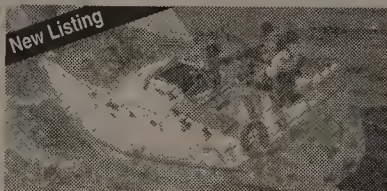
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37' Tartan, 1981. Repowered, complete new electronics (the works!) \$89,500

New Listing



40' Hunter Legend, 1989. Lots of equipment and very clean. \$89,000

New Listing



44' Custom Farr, 1989. Well known, well cared for performance cruiser. \$190,000



30' Beneteau 305, 1988. Race winner, race equipped. Asking \$39,500



26' Norske Trawler, '73. Old salt special. Dsl, AP, inverter, windlass, h/c water, shower. Too much to list – all in 26! \$25,000

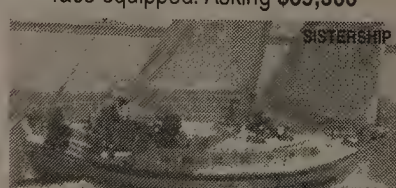


37' Gulfstar
Well equipped, ready to go to Baja.
Go now for only \$59,950



Great Value!

Beneteau 40 CC, 2001
Like new, well equipped.
Reduced – \$179,000



Pacific Seacraft 44, 2001
Like new. Cruise ready.
Sail the world now! \$515,000



Grand Mariner 48 Mk II, 1979
Ready to cruise. Great value. \$139,500

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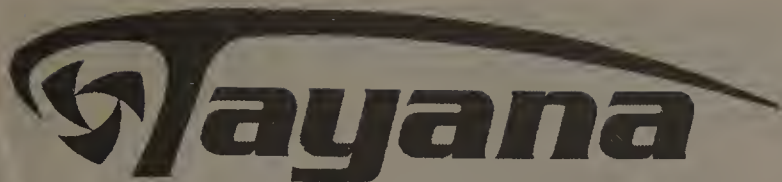
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28' Pearson, 1975
Great condition and value. \$12,750

30' Santana 30/30, 1985
performance cruiser. Race or cruise.
Best on the market. \$29,000

42' Lien Hwa
raised sundeck trawler, twin dsl, well
equipped, super clean. \$160,000



TAYANA SEMI-CUSTOM YACHTS



Tayana 64 Deck Saloon

The Tayana 64 has arrived on the West Coast and is available for viewing. Rob Ladd's newest design for Tayana offers twin or center cockpit, with a beam of 18 feet. Combined with a spacious deck saloon, a gorgeous interior that is available in many custom layouts, this large bluewater cruiser will impress even the most discriminating yachtsman! \$950,000 sailaway.



WORLD CLASS SAILING YACHTS



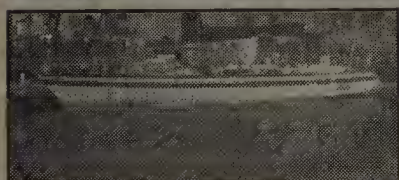
X-40

X-Yachts line up includes:

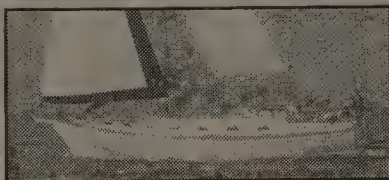
**X-37 • X-40
X-43 • X-46
X-50 • X-55
IMX-70
X-73**

The X-40 belongs to the new generation of X-Yachts 'Performance Cruisers', and will be complementary to the latest X-Yachts design range. She is built to follow recent trendsetters, the X-43 and X-46, both introduced to the market in 2003.

OUR BROKERAGE LISTINGS - TAKE A LOOK!



1999 TAYANA 58 CUTTER. Well equipped and well proven, this boat's in excellent condition, ready for your next adventure. **\$549,000.**



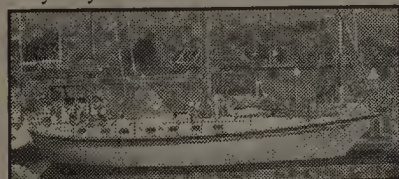
1999 ISLAND PACKET 45. Island Packets have an outstanding reputation as well built world cruisers. Very well equipped. **\$315,000.**



2005 TAYANA 48 CC. 2 stateroom models both with private heads with separate stall showers. Immediate delivery available.



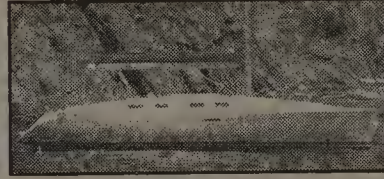
2005 TAYANA 48 DECKSALOON. Two cabins, 2 head layout. Leisure Furl, elect. winches, air/heat, refer/freezer & more. Brand new. **Inquire.**



2003 TAYANA 42 CENTER COCKPIT. Popular bluewater cruiser. Furlboom mainsail, ProFurl genoa, exc. cond., like new! **\$239,000.**



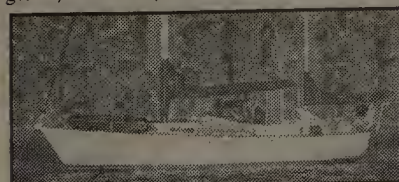
1981 BABA 30. Robert Perry-designed pocket cruiser with beautiful teak interior by Ta Shing. Shows well and is in clean condition. Just listed! **\$65,000.**



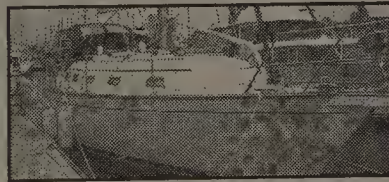
1997 BENETEAU 42s7
Well equipped three stateroom version, in excellent condition. **\$192,000.**



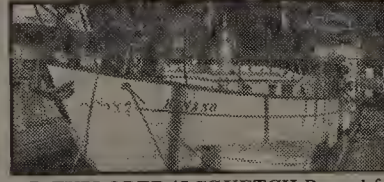
1988 HANS CHRISTIAN 41 Molokai. In as fine a condition as one will hope to find in a yacht of this caliber. Fully equipped. **\$250,000.**



1982 SWIFT 40 KETCH
Well equipped center cockpit cruiser. Has been cruised and is ready to go again. **\$120,000.**



2001 ISLAND PACKET 380
In new condition, 260 hours on Yanmar diesel. Well equipped and priced to sell! **\$239,000.**



1979 EXPLORER 45 CC KETCH. Rugged, full keel world cruiser designed by Stan Huntingford. Full cockpit enclosure, AP, refer, solar. **\$105,000.**



1978 FORMOSA 46 CC
A good example of this Doug Peterson-designed performance cruiser. **\$85,000.**



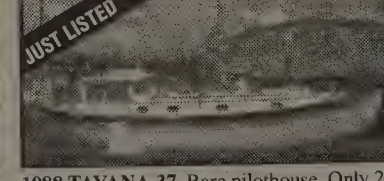
1987 SHANNON 37 KETCH
Clean, well equipped bluewater cruiser from a top quality East Coast builder. **\$159,000.**



1982 CT 38. Performance cruiser and very well equipped. Referred to as the "poor man's Swan". New LPU topsides in 2000. Mexico vet. **\$69,500**



1983 UNION 36 CUTTER
Well equipped blue water cruiser. Low hours, ready to go! **\$79,900.**



1988 TAYANA 37. Rare pilothouse. Only 200 hrs on engine. Well equipped, new electronics, new roller furling. No teak decks! **\$115,000.**

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SALE PRICE: \$1,720.00

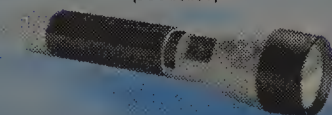
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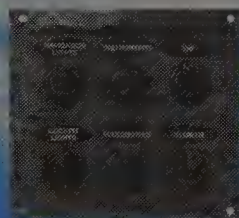
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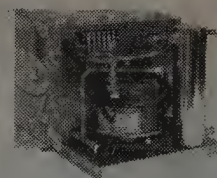
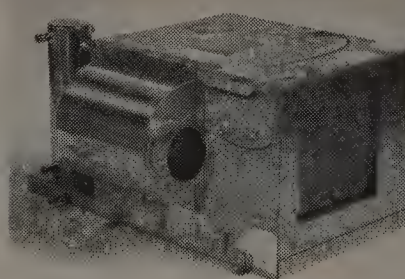
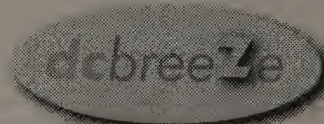
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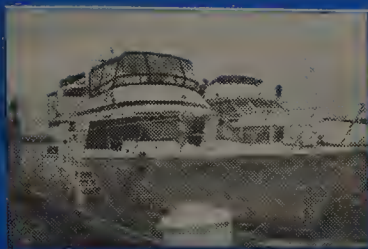
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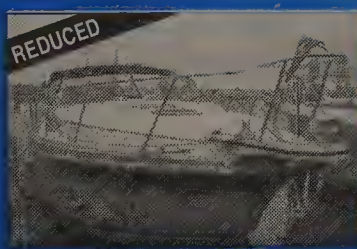
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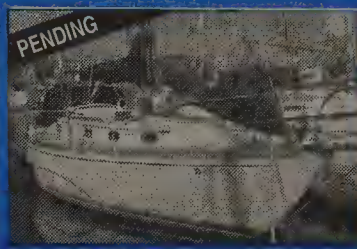
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Asking \$220,000



32' Westsail
Asking \$39,000



32' Wellcraft
Asking \$37,500



36' Cape Dory
Asking \$84,500



38' Baltic
Asking \$129,000



39' Ocean Alexander
Asking \$199,000



40' Farr
Asking \$220,000



41' Sceptre
Asking \$175,000

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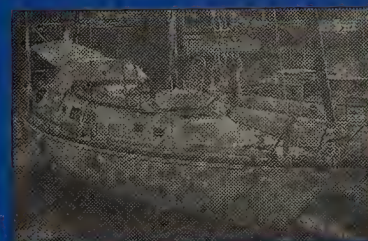
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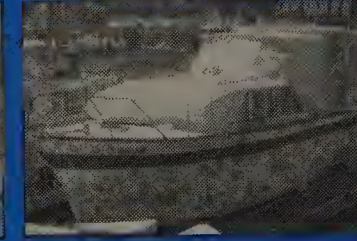
41' Newport
Asking \$57,500



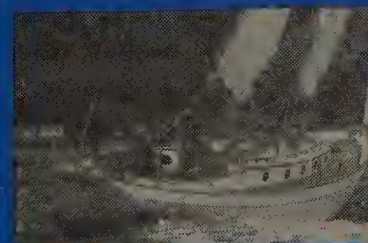
41' Islander Freeport
Asking \$62,500



44' Nordic
Asking \$129,000



45' Chris Craft
Asking \$64,000



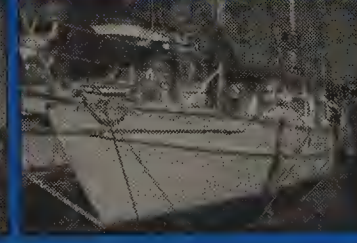
47' Custom Schooner
Asking \$250,000



47' Sabreline
Asking \$615,000



47' Gulfstar
Asking \$159,000



50' Ferro-cement
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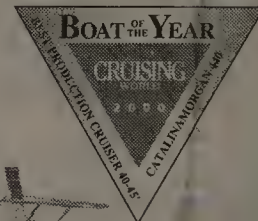
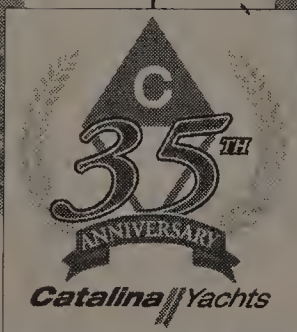
Catalina // Yachts

CatalinaMorgan 440

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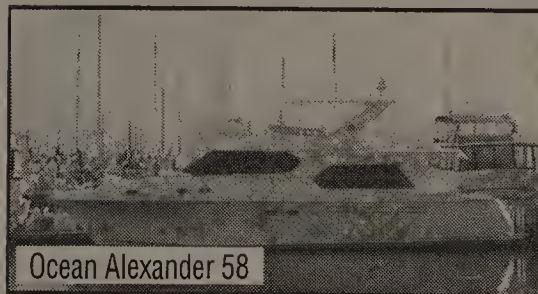


- Larger, more comfortable aft cabin
- Popular, nationwide owners' association
- Long list of standard features

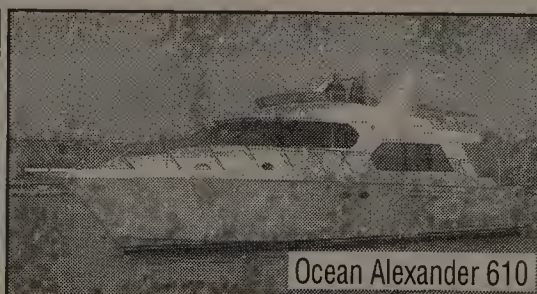


- The first CatalinaMorgan production cruiser
- Raised cabin sole for deck salon views
- Rugged offshore construction
- Winner! Cruising World Boat of the Year

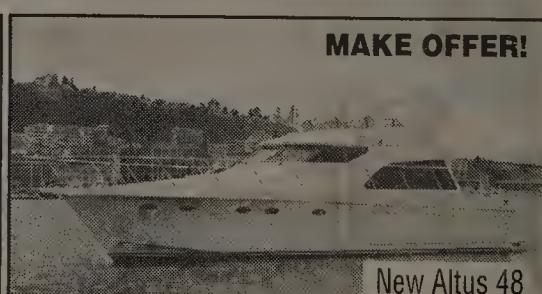
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Ocean Alexander 58



Ocean Alexander 610

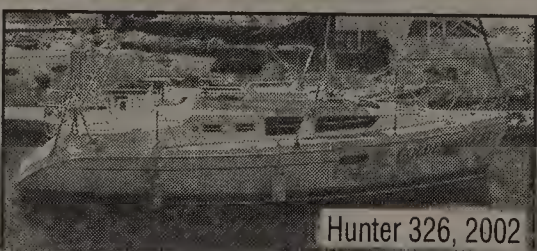


MAKE OFFER!

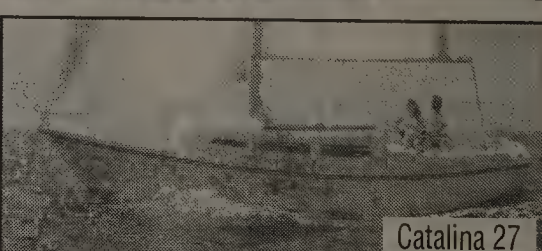
New Altus 48



Catalina 380



Hunter 326, 2002



Catalina 27

PREOWNED CATALINA YACHTS

Catalina 42 Mk II	1995	SOLD
Catalina 380	2000	149,000
Catalina 380	2001	159,000
Catalina 380	1997	149,500
Catalina 36	1984	SOLD
Catalina 34	1987	59,000
Catalina 34	1995	79,500
Catalina 320	2000	94,500

Catalina 320	1999	90,000
Catalina 30	1987	38,000
Catalina 28 Mk II	1998	59,000
Catalina 28	1990	32,000
Catalina 27	1981	14,900

Catalina 440 - Coming Soon!

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Golden Wave	1982	128,950
Newport 41	1979	58,750

Passport 40	1985	154,000
Challenger 40	1972	62,000
Santana 35	1981	29,500
Beneteau 345	1986	44,900
Hunter 34	1998	78,500
Hunter 33	2004	99,000
Hunter 326	2002	82,000
Hunter 29.5	2000	49,500
Baba 30	1985	67,500

S2 30CC	1981	35,000
Mollycat 17	1987	17,500

MOTOR YACHTS

Ocean Alexander Altus 48, 2004
Ocean Alexander 58, 2005
Ocean Alexander 610, 2003

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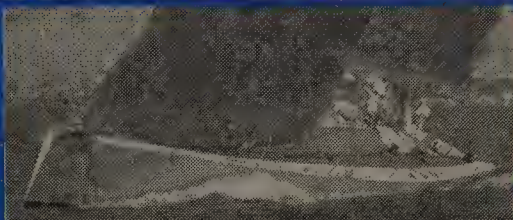
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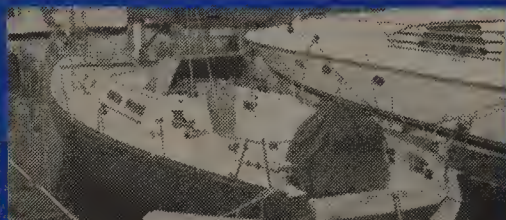
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TransPac 52 (2001). *Flash*, ex-*J Bird III*, is ready to rocket! Fully race ready for the serious offshore racer, she is in turn key condition. Asking **\$750,000**



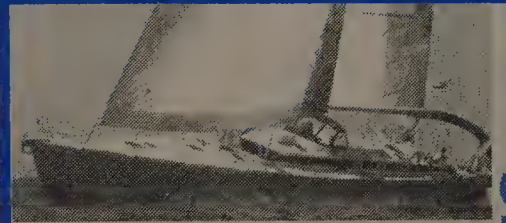
Santa Cruz 52 (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, elect. main hal-yard, watermk, great sails. Best around only **\$490,000!**



Swan 59 (1988). Perfectly restored, new teak decks, new engine, electronics, more. Perfect interior, full hydraulic package. Gorgeous. Asking **\$875,000**



Santa Cruz 50 (1981). A lovely 50 set up for short-handed sailing with a custom deck layout and a low draft wing keel. Never raced. Excellent cond. **\$175,000**



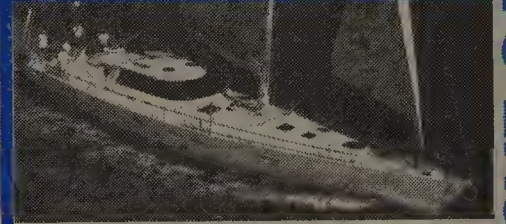
Andrews 72 (1998). Completed in 2000, this fast cruiser has a gorgeous maple interior. Very clean, easy to sail, large aft stateroom. Asking **\$975,000**



Baltic 38 (1983). This pretty little Baltic has just come on the market. Dark blue hull, teak decks. Asking **\$129,000**



Swan 441 Versatile Ron Holland design. Royal blue hull complemented with teak decks. Outstanding inventory. Located in San Diego. Asking **\$225,000**



Locura, 92-ft aluminum world cruiser. Recently returned from a major refit in New Zealand, in perfect condition and ready to go again.***



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Swan 60 Privateer Sail around the world in comfort. See the first showing of this beautiful yacht at Strictly Sail Pacific, April 13-17.



Swan 44 (1974). A Sparkman & Stephens classic beauty. Recently returned from a South Pacific romp and ready to go again. Asking **\$149,500**



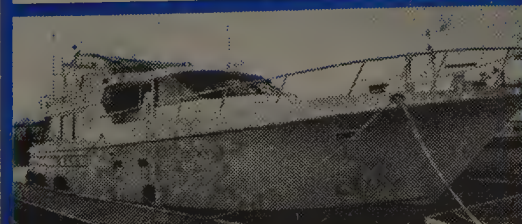
Swan 56. Absolutely like new and immaculate. Ideal for singlehanded sailing but ready to go offshore. Call Paul or Ker. Priced to sell, only **\$1,100,000**



J/44 (1990) One-owner boat in excellent condition. Beautiful dark blue hull. Very well equipped for racing and cruising, great sail inventory. Asking **\$259,000**



Swan 82RS (2001). *Opus V* represents the ultimate in high performance, world cruising Swans. Offered at substantial savings over a new build.***



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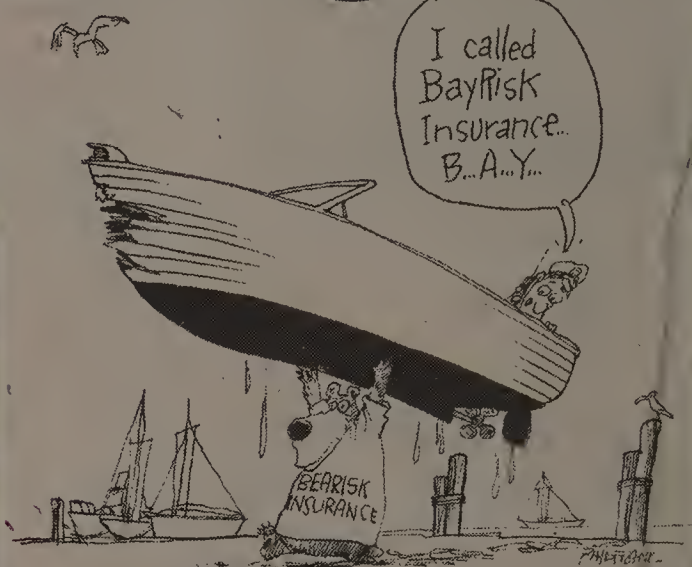
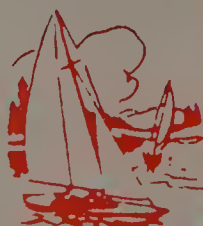


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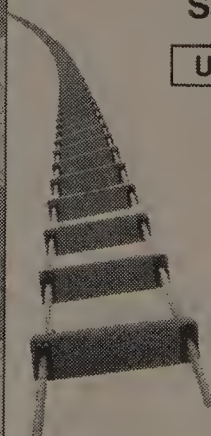


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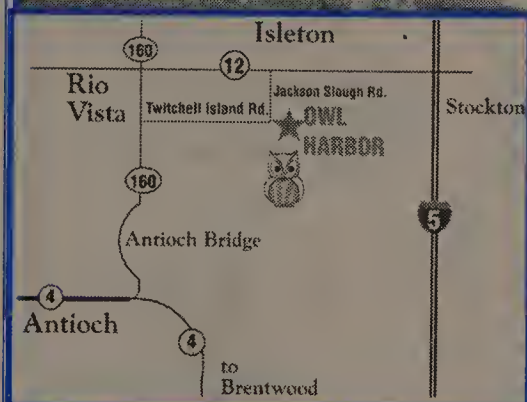


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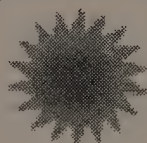
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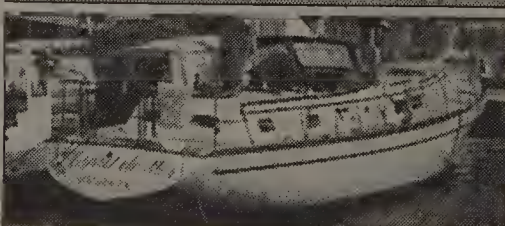
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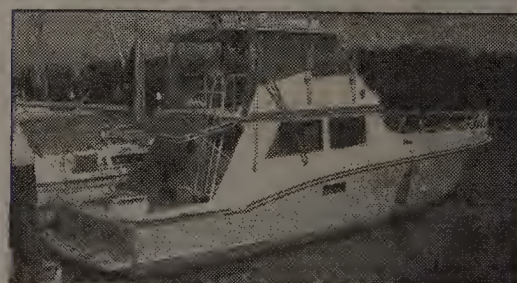
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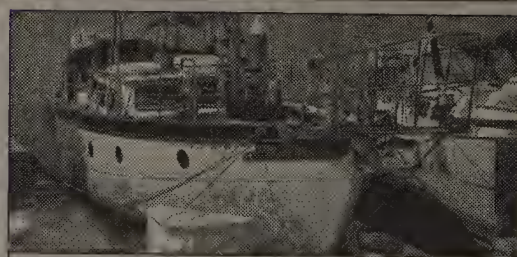


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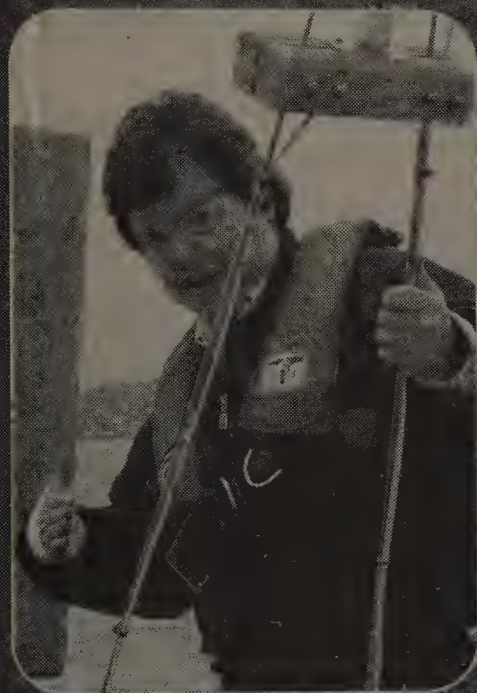
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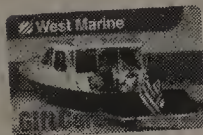
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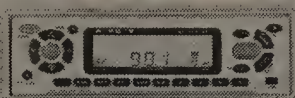
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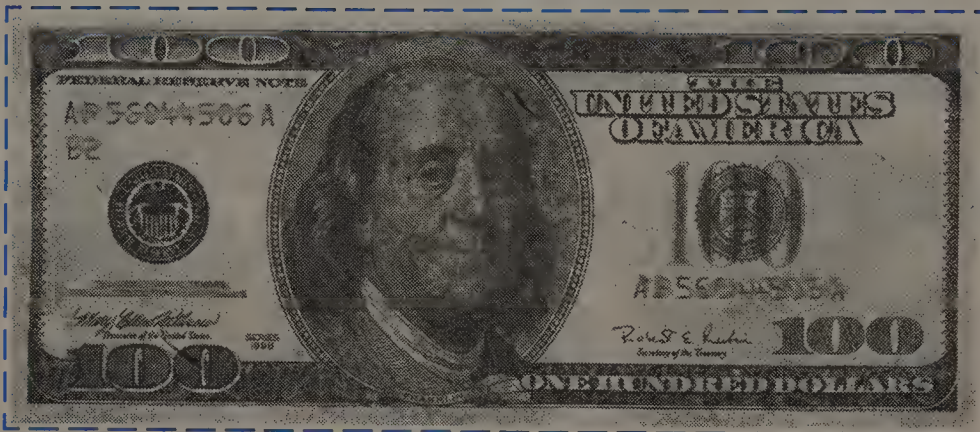


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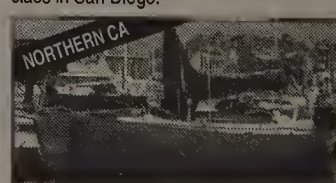
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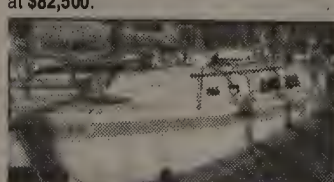
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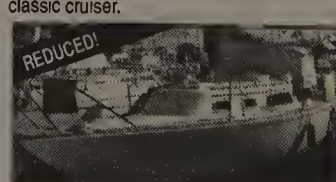
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DHM: Performs a variety of maintenance, repair, safety and public information activities in support of the facility. Required High School diploma or GED equivalency. At least 1 year experience in one of the following areas: operating small vessels; maintenance, construction or repair, ocean search and rescue; or marina maintenance. Training: (Completion with six months of employment) Penal Code 932 Law Enforcement Training, Marine Fires, CPR Adult, Child, and 2 Person, and Standard First Aid. Valid driver's license required.

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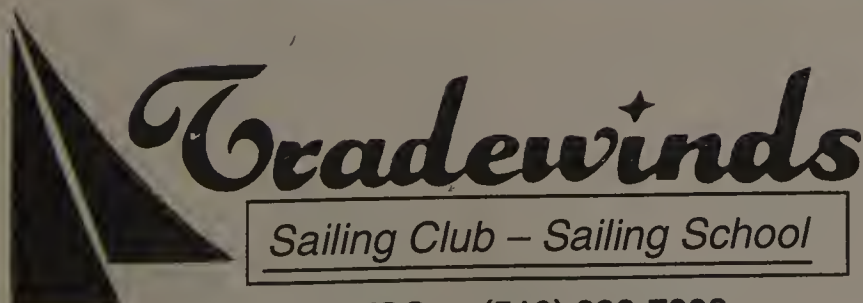
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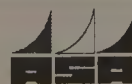
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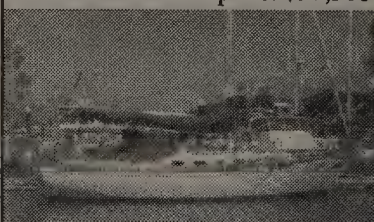
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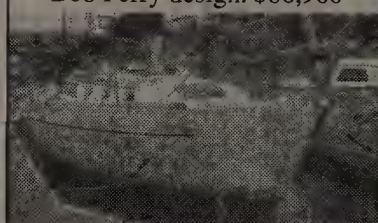
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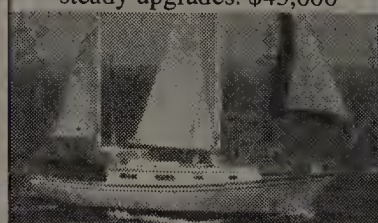
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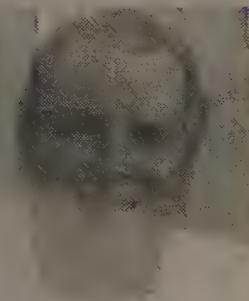
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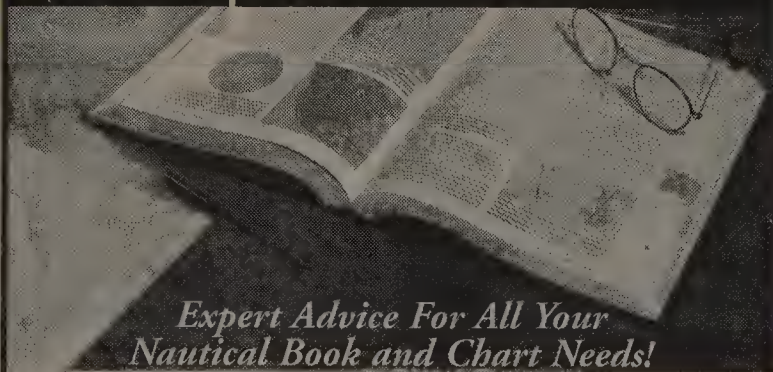


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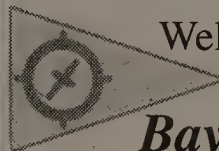
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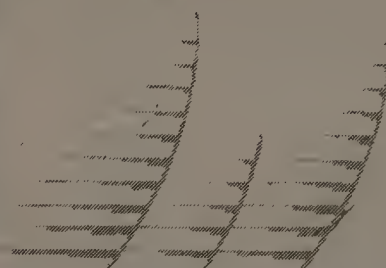
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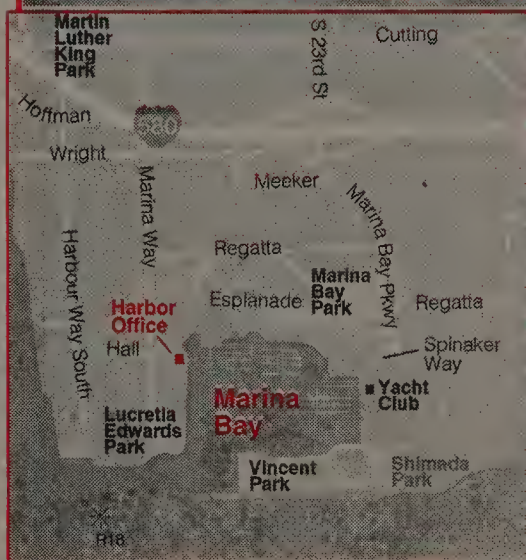


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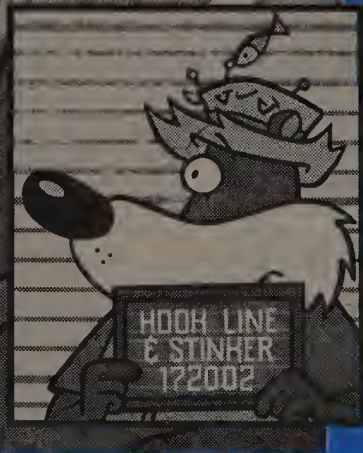
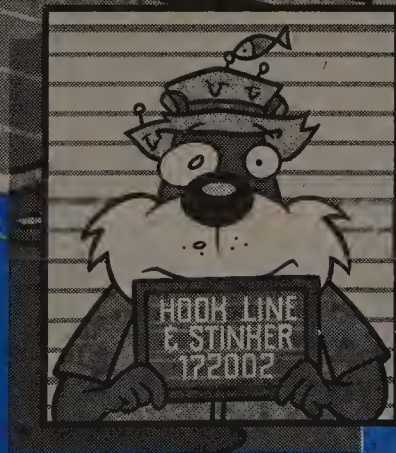


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5th Annual

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Join us for our FRIDAY NIGHT SERIES

**12 Races plus
a Practice Race**

First Half: 4/22 (practice), 4/29, 5/6, 5/20,
6/3, 6/17, 6/24

Second Half: 7/15, 7/22, 7/29, 8/5, 8/19, 8/26

Time: First Warning at 6:30 p.m.

Details: Casual and pleasant evenings of
racing. Dinner and drinks can be purchased
at the clubhouse on Pier 40 (right next to
SBC Ballpark) after the race.

Cost for registration by April 15:

\$75 (which is a great deal for 13 races!)

\$85 thereafter or register for each half for \$40
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Sign up at

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For more information contact Sherry Dee Nash
at rearcommodore@southbeachyc.org

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CALENDAR

Non-Race

Mar. 5 — North U. Cruising & Seamanship Seminar at Tiburon YC, \$135 tuition. Info, www.NorthU.com or (800) 347-2457.

Mar. 5 — Sail-A-Small-Boat Day at Richmond YC, a free and fun opportunity to test sail a bunch of dinghies. Gail Yando, (510) 232-6310.

Mar. 5 — "All Charged Up," a day-long seminar covering the DC charging system, including wind and solar generators. \$149 tuition. Nelson's Marine, (510) 814-1858.

Mar. 5 — "Be Your Own Boat Surveyor, Almost," a lecture by Jim Jessie, National Association of Marine Surveyors (retired). Oakland YC, 10 a.m. to 2 p.m., \$10. RSVP, (510) 522-6868.

Mar. 5 — Oakland's Office of Parks and Recreation is once again sponsoring a high school PCISA racing team. All Bay Area high schoolers are welcome to try out at the Jack London Aquatic Center, 10 a.m. to 3 p.m. Info, (510) 238-2196.

Mar. 5-6 — IRC Measurement Weekend #2. Details, IRC_NORCAL@hotmail.com.

Mar. 6 — North U. Weather for Sailors Seminar at Tiburon YC, featuring Bill Biewinga. \$175 tuition. Info, www.NorthU.com or (800) 347-2457.

Mar. 6 — Mariners' Sunday at St. Luke Presbyterian Church in San Rafael. An ecumenical service dedicated to mariners, featuring the St. Francis YC Sons of the Sea (SOTS) singing traditional nautical hymns. 10 a.m., with brunch available afterward at Loch Lomond YC. Info, (415) 332-5100.

Mar. 9, 16, 23, 30 — Winner's Circle: Grand Prix Sailing Academy's Rod Hagebols will explain the racing rules of sailing Wednesday evenings, 6-8 p.m., \$15 for all four seminars (free to GPSA graduates). Info, (415) 546-SAIL.

Mar. 9-13 — Sacramento Boat Show at Cal Expo, NCMA/SVMA, (510) 834-1000.

Mar. 12 — "AC/DC Electric," another all-day seminar at Nelson's Marine. \$149 tuition. Info, (510) 814-1858.

Mar. 12 — "Ribs to Ribs," a fundraiser for the 1895 schooner *C.A. Thayer*, 6-9 p.m. at Building 400-A, Alameda Point Naval Air Station. Examine the restoration of this local historic treasure while scarfing down a barbecue dinner and listening to a Zydeco band. \$50 adults; \$20 kids. RSVP, (415) 561-6662, ext. 11, or www.maritime.org.

Mar. 12-13 — Open Boat Weekend in Alameda, weather permitting. Peruse the inventory at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 521-8393.

Mar. 15 — S.F. Bay Oceanic Crew Group monthly meeting, with Bill Cope speaking about the development of the Bay Model in Sausalito. Fort Mason Center, Building C-210; 7:30 p.m., free. Info, www.crewgroup.org.

Mar. 17 — Wear something green.

Mar. 19 — Master Mariner Spring Potluck at Pt. San Pablo YC in Richmond. Info, (510) 233-1046.

Mar. 20 — Celebrate the Spring Equinox.

Mar. 23 — Gary Jobson, the most trusted man in sailing, will kick off this year's Corinthian YC Speaker Series, 7-9 p.m., \$10. Cocktails and optional buffet dinner at 6 p.m. Info, www.cyc.org/speakers.

Mar. 25 — Full moon on a Friday night.

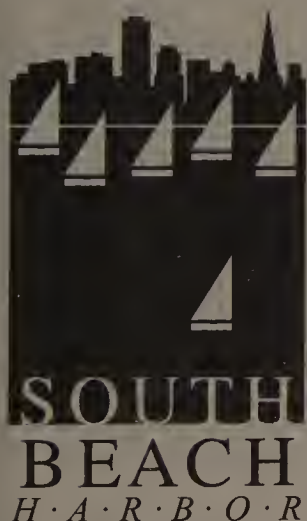
Mar. 26 — "Essential AC/DC Electrical Systems and Corrosion Control," taught by Liem T. Dao, ABYC certified electrical technician. Oakland YC, 10 a.m. to 2 p.m., \$10. RSVP, (510) 522-6868.

Mar. 30-Apr. 6, 1985 — It Was Twenty Years Ago Today, from an article titled, logically enough, *1985 Sea of Cortez Race Week*.

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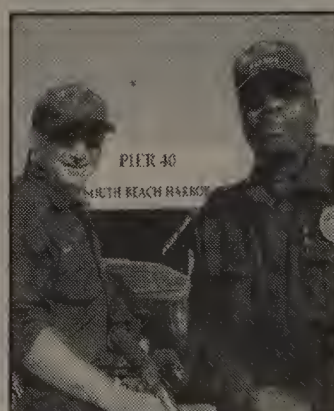
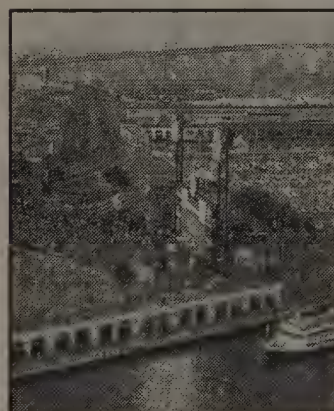
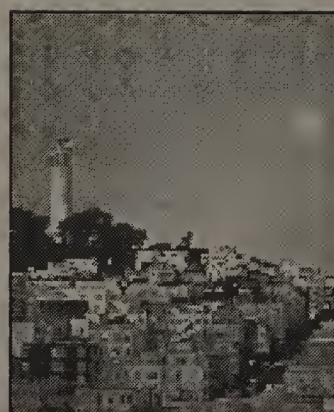
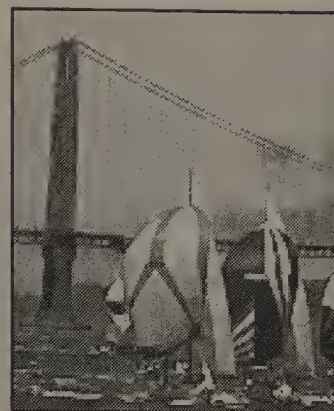
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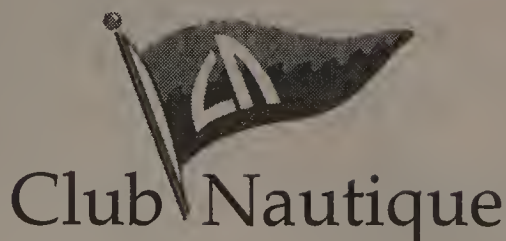
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CALENDAR

There was no sophomore jinx for the Sea of Cortez Race Week. During the March 30-April 6 second running of what's also known as *Semana de las Regatas del Mar de Cortez*, an estimated 200 boats showed up, with as many as 143 anchored at Caleta Partida at one time. With some 15 tents pitched on shore, officials guessed that some 850 people participated in at least some of Race Week activities.

Originally conceived by *Latitude 38*, the Sea of Cortez Race Week has been sponsored for the last two years by the various branches of Mexican government, NAO Yachts of La Paz, and the La Paz YC. The actual running of the event has been handled by the cruisers themselves. As was the case last year, Frank Lara of *Amistad* (Monterey) and Jean Turrentine, a former cruiser now land-based in La Paz, were the most instrumental. But also lending a huge assist this year was Ted McConville, who donated his time as race chairman and his big powerboat, *Majestic*, as race committee boat and fleet freezer.

While there were many different competitions, from horse-shoes to yacht racing, it's anything but adversarial. People come to Race Week to be with old cruising friends before each must head his/her separate way, not to 'beat' each other. It's a tranquil week, not a wild one, where the spirit of friendship predominates.

While almost all the boats were from the West Coast of the United States and Canada, the cross section of people and craft was tremendous. Boats that made an appearance ranged in size from John Scripps' 79-ft ketch *Miramar* to Marc Hightower's Montgomery 17 *Free Bird*. There were schooners, sloops, ketchs, yawls and cutters. Multihulls and powerboats, too. They were made of steel, ferrocement, fiberglass, wood and aluminum. Some were a mess, a few were bristol, and most were in between. There were singles, marrieds, gays, grandparents, and a little girl who was just three months in the womb at last year's Race Week.

Apr. 1 — Go ahead, do something foolish!

Apr. 2 — Half Moon Bay YC's 1st Annual Marine Swap Meet at Pillar Point Harbor, 8 a.m. For info or to reserve a space, contact Randy at (650) 520-5850 or captlease@yahoo.com.

Apr. 3 — Berkeley YC's Annual Swap Meet and Open House, 6 a.m. to 4 p.m. BBQ, coffee, soft drinks, etc. Info, (510) 908-3304.

Apr. 5 — "Racing Starts," a presentation by GPSA director Rod Hagebols at Berkeley YC, 7 p.m., free. Soup and salad available for \$5 at 6 p.m. Info, (415) 546-SAIL.

Apr. 6 — *Latitude 38* Crew List Party at Golden Gate YC, 6-9 p.m. Info, www.latitude38.com.

Apr. 9 — Encinal YC's Nautical Flea Market, the largest in the East Bay. Breakfast, lunch, and beverages available; 6 a.m. to noon. Info, (510) 522-3272.

Apr. 13-17 — Strictly Sail Pacific (formerly Sail Expo). Same great boat show, same location (Jack London Square), new name. As an added bonus this year, daylong U.S. Sailing Safety at Sea Seminars will be offered for \$125. Info, www.sail-america.com.

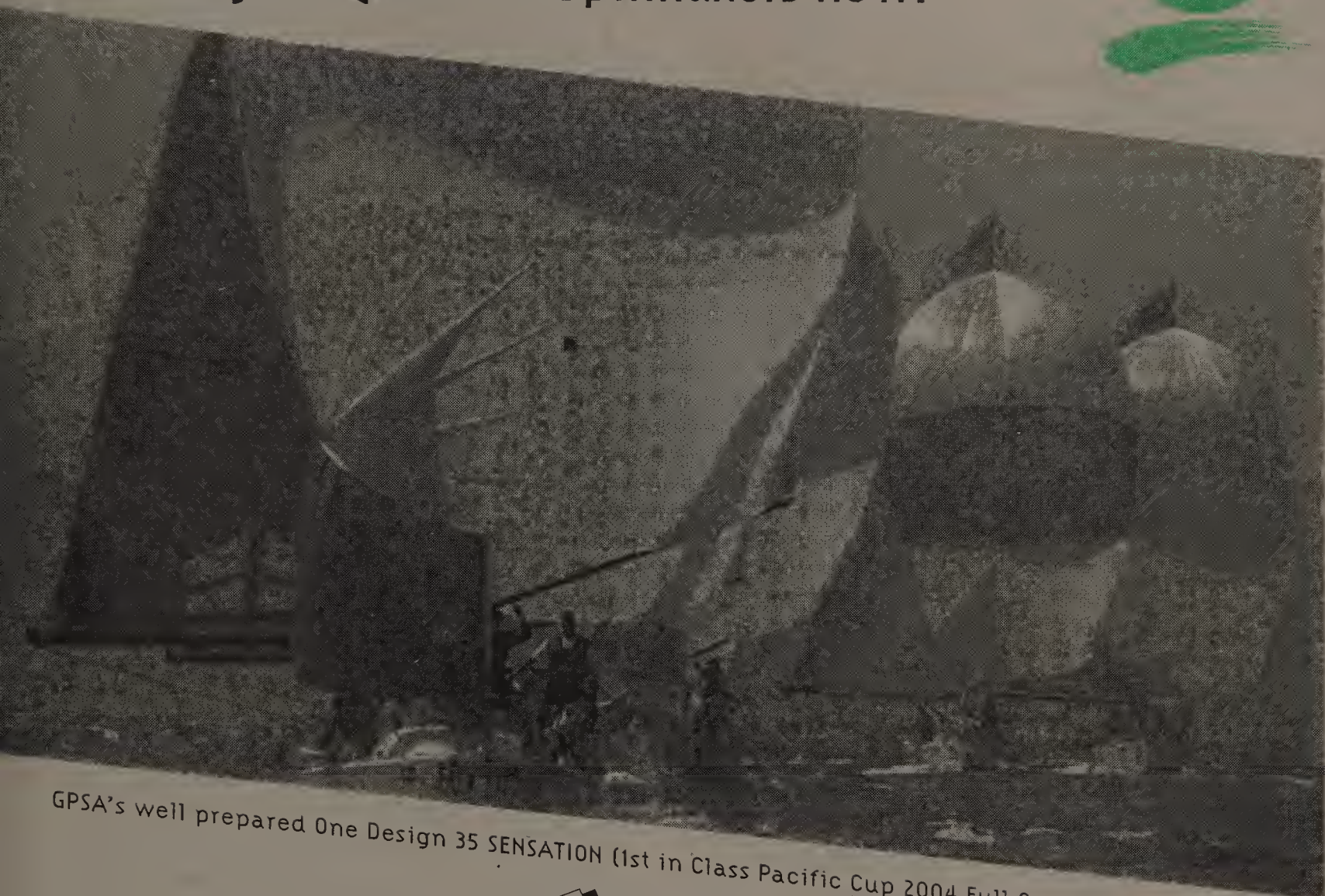
Apr. 16-17 — Women's Dinghy Clinic at Richmond YC, (510) 237-2821.

Apr. 24 — Opening Day on the Bay. A decorated boat parade and parties at most yacht clubs kicks off the "official" sailing season. Info, www.picya.org.

Racing

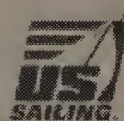
Mar. 4-6 — 25th Heineken Regatta at St. Maarten. Info, www.heinekenregatta.com.

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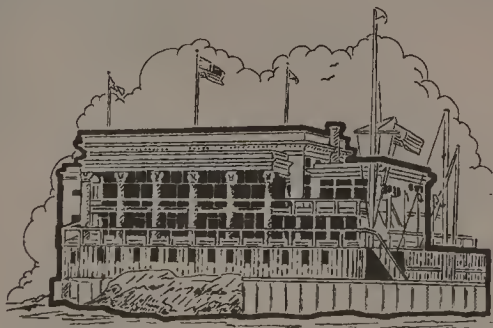
October 13: Mark Reynolds

TBA: Philippe Kahn

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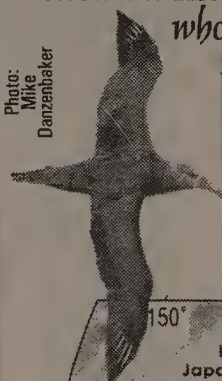
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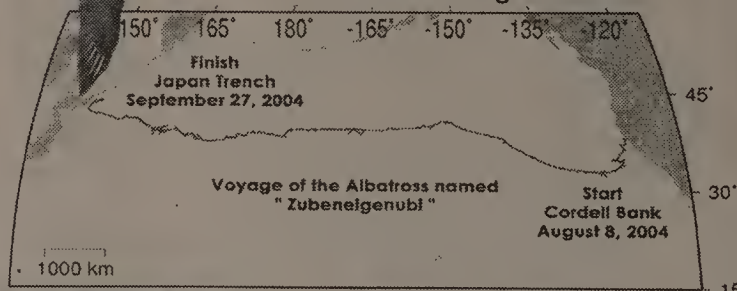
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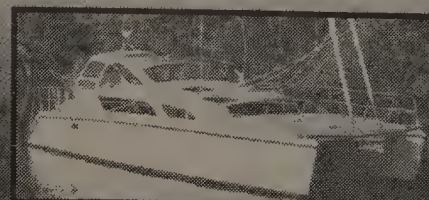
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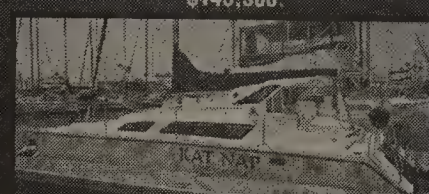
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41' C&C SLOOP, '84. Race/cruise. Huge sail inventory, dodger, autopilot, white LP. \$84,900.



CHEOY LEE 41 Offshore Ketch, '77. Large sail inventory, newer dinghy, outboard and wiring. Super cruiser! \$69,000.



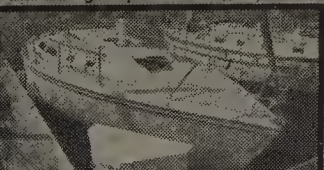
41' MORGAN OUTISLAND SLOOP, '74. '99 Yanmar 50hp dsl, generator, wind generator, solar panel, 3 inverters, new hardwood floors. \$78,000.



39' ANDREWS ONE TON, '85. BMW diesel, hull and deck LP '03, mast reworked, new UK main, genoa. \$49,000.



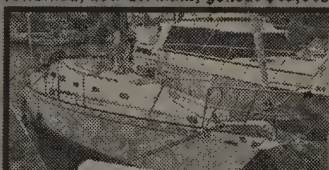
38' HANS CHRISTIAN Mk II CUTTER, '82. Radar on tower, AP, SSB, wind generator, completely equipped for cruising. \$128,000.



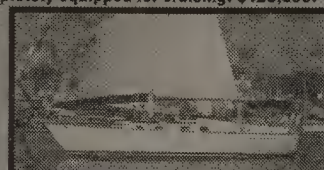
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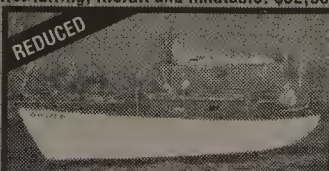
37' ENDEAVOUR SLOOP, '80. Major ongoing relit since '01. Upgraded electronics, standing and running rigging, headsail, +++. \$64,900.



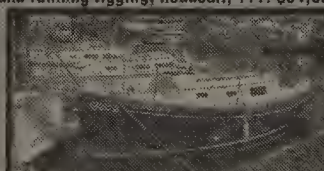
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CALENDAR

Mar. 5 — Sadie Hawkins Race, the Bay's original women skippers race. IYC, (510) 521-2980.

Mar. 5, 1995 — Ten Years After, from a *Sightings* piece titled "America's Cup-Date":

By this time next month, there will be only two IACC yachts left racing off San Diego for the most coveted prize in sailing. No matter who wins, though, the best-remembered boat of the 29th America's Cup may be one that didn't even make it past the semifinal elimination round. On Sunday, March 5, during a race against Peter Blake's *Black Magic II*, John Bertrand's new *oneAustralia* broke in half and sank in front of God and everybody.

Judging from the worldwide media maelstrom that followed, your average Iowa beet farmer probably knows as much about this as most sailors. But for those of you only recently released from alien abduction, here's a brief recap.

In the wake of one of those numerous storm fronts that in the last three months have deleted the word 'drought' from the California vocabulary, March 5 dawned rainy and blustery. Near the scheduled noon start, the wind was in the low to mid teens, and seas were bumpy and confused. Four of the six boats arriving on the Challenger course area — *France 3*, *Team New Zealand*, *Nippon* and *oneAustralia* — appealed to the race committee to postpone or cancel the day's racing.

At issue was the sea state — three-foot wind waves from the south conflicting with a four-foot swell from the southwest. IACC yachts are fragile things even in the best of conditions. Two things they're not designed to endure are wind in excess of 20 knots or bouncy, confused seas. And the day was shaping up to deliver both. But the official forecast called for the breeze to top out at 18 in the gusts. The race committee decided that day 4 of Round 4 would go ahead as scheduled.

Both *oneAustralia* and Team New Zealand's *Black Magic II* had already clinched spots in the Challenger semifinals. Still, this was the matchup everyone wanted to see. The 'black beast' was unbeaten on the water and AUS 35, the new *oneAustralia*, had suffered only one defeat — to the beast in Round 3.

Forty-five minutes into the race, the boats were pounding up the third leg in 20 knots of breeze, with *Black Magic II* leading by three or four boatlengths. Halfway to the weather mark, *oneOz* came off a big wave and the crew heard a loud bang, "like a cannon going off," Bertrand said later. Within its own length, AUS 35 stopped dead in its tracks.

At first, no one knew what had happened. Two crewmen down below thought the rig had fallen. But they continued packing the chute until Bertrand shouted to them to "Get your asses out of there!"

By then AUS 35 had begun to fold up in the middle like a cheap lawn chair. Everyone was so dumbstruck that for a few seconds the only sound was the zipperlike tearing of carbon fiber and honeycomb saying their final goodbyes. Then helmsman Rod Davis turned to Iain Murray, one of the boat's designers, and asked, "Hey, big fella... are we going to sink?"

Murray looked around. "Yes," he said. "We're going to sink."

Mar. 5-6 — Spring Keel Regatta for Melges 24s, Moore 24s, J/24s and Express 27s. StFYC, (415) 563-6363.

Mar. 10-13 — Acura Miami Race Week, aka the SORC renaissance. Over 130 boats are already signed up, including at least five from the Bay Area: *Rosebud*, *Masquerade*, *Tiburón*, *Zuni Bear*, and *Grinder*. Info, www.premiere-racing.com.

Mar. 12-13 — Big Daddy Regatta. PHRF (under 174) and hopefully IRC racing, with a '60s theme party on Saturday night. Shagadelic, baby! RYC, (510) 237-2821 or www.richmond-ryc.com

INTRODUCING



NEW

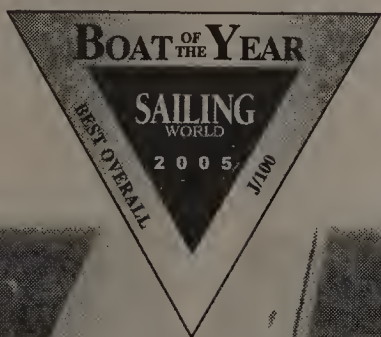


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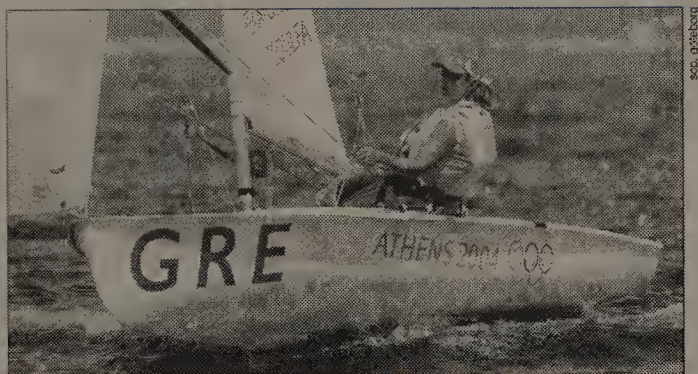
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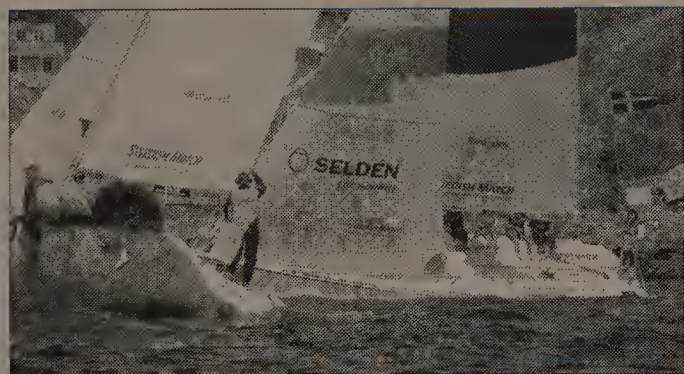
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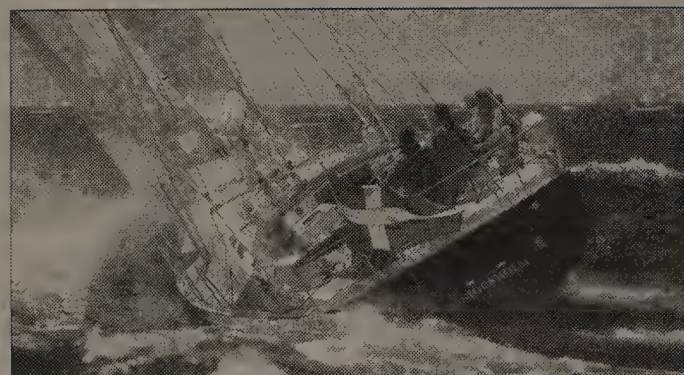
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Mar. 12-13 — Spring Dinghy Regatta for Lasers, Laser Radials, Finns, Vanguard 15s, 29ers, 420s, windsurfers, Bongos, and any dinghy class that fields six or more boats. StFYC, (415) 563-6363.

Mar. 12-15 — Banderas Bay Regatta, a free, low-pressure event held out of Paradise Village, PV. Info, www.banderas-bayregatta.com.

Mar. 18-20 — San Diego NOOD. Info, www.sdy.org.

Mar. 19 — OYRA/StFYC Lightship Race, the first ocean race of the new season. YRA, (415) 771-9500.

Mar. 19 — Rites of Spring, a shorthanded race in the East Bay. Oakland YC, (510) 522-6868.

Mar. 19 — Newport-Cabo Race, back by popular demand. See *Race Sheet* for the entry list. Newport Harbor YC, www.nhyc.org.

Mar. 19-20 — Spring One Design Regatta for Farr 40s, J/120s, Express 37s, and J/105s. StFYC, (415) 563-6363.

Mar. 25-27 — International Rolex Regatta at St. Thomas, USVI. Info, www.rolexcupregatta.com.

Mar. 27 — Easter Sunday.

Mar. 28-Apr. 3 — BVI Spring Regatta and Sailing Festival. Big fun at the Bitter End YC and Nanny Cay, Tortola. Info, bvispringregatta.com.

Mar. 30-Apr. 3 — Pacific Life YC Challenge, match racing in Catalina 37s. NHYC, www.nhyc.org.

Apr. 2 — OYRA/SFYC Northern Star, the second crewed ocean race. YRA, (415) 771-9500.

Apr. 2 — Bullship Race, the annual long distance race for El Toros. Info, www.eltoroyra.org.

Apr. 2 — 26th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or www.sfbama.org.

Apr. 2 — Spring Forward Regatta. South Beach YC, (415) 495-2295.

Apr. 2-3 — J/Fest, one design and maybe PHRF racing for the J/boat faithful. Sail California, (510) 523-8500, and EYC, (510) 522-3272.

Apr. 2-3 — Big Dinghy Regatta. RYC, (510) 237-2821.

Apr. 2-3 — Camellia Cup, the unofficial start of the unofficial '05 lake circuit. Folsom Lake YC, (916) 985-3704.

Apr. 8 — Corinthian YC Friday Night Races begin. We'll list all the beer can races next month. Info, www.cyc.org.

Apr. 9-10 — Belvedere Cup, a match racing regatta for up to eight J/105s, with the winner qualifying for the Ficker Cup next fall. SFYC, (415) 789-5647.

Apr. 9-10 — 33rd Rollo Wheeler Regatta. Berkeley YC, www.berkeleyyc.org, or Bobbi Tosse, (925) 939-9885.

Apr. 10 — Doublehanded Lightship Race, benefitting Cerebral Palsy. IYC, (510) 521-2980.

Apr. 12-16 — 41st Congressional Cup, presented by Acura, which is ponying up a \$40,000 purse for this Catalina 37 match racing contest. Long Beach YC, www.lbyc.org.

Apr. 16 — Singlehanded Farallones, a local rite of passage. SSS; Jeff Berman, (415) 302-0101, or www.sfbaysss.org.

Apr. 16-17 — Resin Regatta, one design racing on the Berkeley Circle (Antrim 27s, Melges 24s, Express 27s, Olson 25s) and Southampton (IODs, Cal 29s, Knarrrs, Folkboats). SFYC, (415) 789-5647.

Apr. 22 — 58th Newport-Ensenada Race, sponsored by Lexus. Love it or hate it, every sailor should experience this race at least once. Info, www.nosa.org.

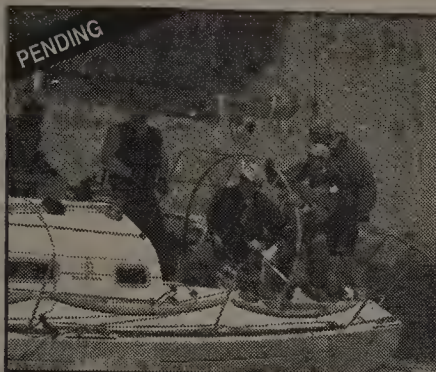
Apr. 24-30 — Antigua Sailing Week, the grand finale of the Caribbean racing circuit. Info, www.sailingweek.com.

Apr. 30-May 1 — Vallejo Race. Easy sailing, maximum partying. YRA, (415) 771-9500.

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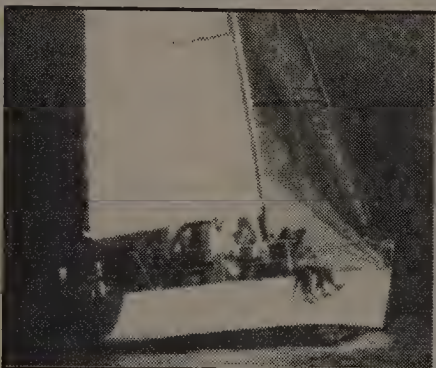
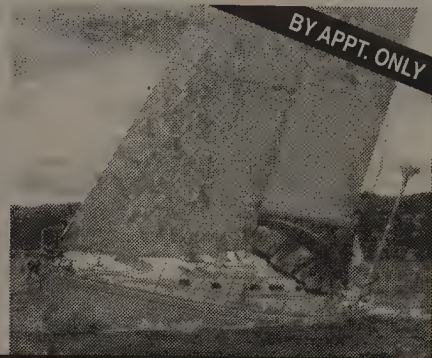
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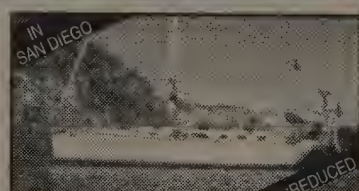
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46' J/46, '00, Beauty* Pending 515,000
45' Hunter Legend, '88, Fairwind SOLD 120,000
44' Mason, '98* \$350,000
43' Saga, '02, Wind Shear* Reduced 275,000
43' J/133, '04 Inquire
42' J/42, '99, Fine-a-lee* 309,000
42' Moody, '01, Jezebel** 295,000
41' J/41, '85, Sequoyah* 49,000
40' J/120, '01 Bifrost II** 250,000
40' J/120, '98, Zippity Doo Dah* 270,000
40' J/120, '97, Splash** 200,000
40' J/120, '98, Hot Tamale* Pending Inquire
40' J/120, '94, Mad Max* New Listing 138,500
40' Farr, '86, Rascal** 149,500
40' Wilderness 40, '07, Falcon* Reduced 46,000
38' Tartan 3800 OC, '99, Companera Pending 199,000
38' Sydney, '01, Cool Man Cool II* Reduced 205,000

36' Beneteau 36.7, '04, Ricochet Pending 149,900
36' New York, '83, Agitato* 30,500
36' Islander, '75, Finesse Pending 36,000
36' J/36, '81, Impetuous** New Listing 55,000
35' J/105, '00, Kookaburra SOLD 124,000
35' J/105, '00, Despicable* 118,000
35' J/105, '00, Pendragon* 124,000
35' J/105, '01, Snake Wake* New Listing 128,500
35' J/35, '85, Jammin** 55,000
35' J/35, '84, Cheers* 42,000
35' J/35, '84, Uncle Bill** 49,500
35' J/35, '85, Fast Feather** New Listing 54,900
35' J/35, '85, Shaken Not Stirred** New Listing 49,000
35' One Design 35, Zsa Zsa SOLD 89,000
35' Schock, '91, Fancy Free** 48,000
35' Schock, '85, Rivalry** 34,000
35' Cal MkII, '80, Calliope** 45,500
35' Santana, Spirit of Bombay New Listing 29,500
34' Farr 10.20, '89, Hagar II Reduced 58,000
33' J/33, '90, Trigger Reduced 45,500

33' J/33, '88, Zapped** 49,500
33' Beneteau 331, '03, La Bella* 112,500
32' J/32, '02, Loon* 168,000
31' Dufour, '75, Reverie** 37,500
30' Olson, '80, Enigma** SOLD 18,500
30' Melges, '96, Max Q* SOLD 75,000
30' Santana 30/30, '83, Snafu* New Listing 19,500
29' J/29, '83, Ex** SOLD 22,900
29' J/29, '84, Zulu* 25,000
27' Raider 790, '03 80,000
26' J/80, Wahoo* 29,900
25' B-25, '92, Blood Vessel* Reduced 18,000
24' Blu Sail, '03, Phydeaux* Reduced 26,000
24' Melges, '93, Tikanga** 22,500
23' Boston Whaler Conquest, '01 Reduced 49,500

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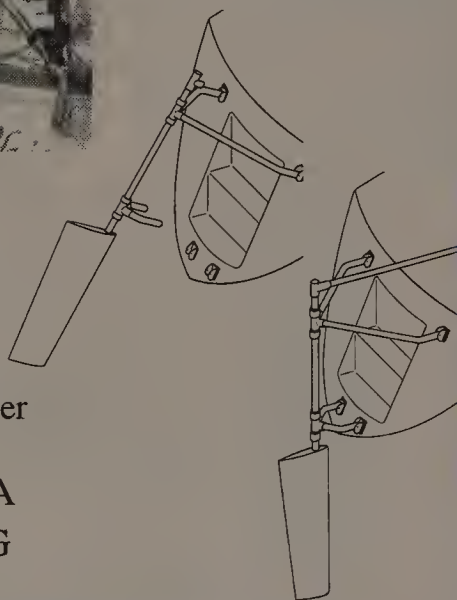
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CALENDAR

July 11,15,17 — 43rd Los Angeles to Honolulu Race, better known as 'The TransPac'. Info, www.transpacificyc.org.

Remaining Midwinter Regattas

ALAMEDA YC — Estuary Midwinters: 3/20. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays through 3/27, except during BYC Mids. Paul, (510) 540-7968.

ENCINAL YC — Jack Frost Series: 3/19. David LeGrand, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 3/5. Gary Salvo, (916) 363-4566.

LAKE MERRITT SC — Robinson Memorial Midwinters: 3/12. Duncan Carter, (925) 945-6223.

RICHMOND YC — Small Boat Midwinters: 3/6. Kers Clausen, (510) 237-1307.

SANTA CRUZ YC — Midwinters: 3/19. SCYC, (831) 425-0690.

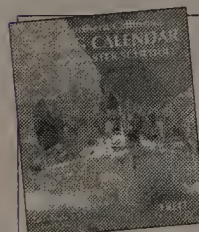
SAUSALITO YC — Midwinters: 3/6. George Shea, (415) 332-8923.

SOUTH BAY YRA — Winter Series: 3/5. Jim Benson, benson95033@hotmail.com.

SOUTH BEACH YC — Midwinters: 3/12. Sherry Nash, (650) 552-9260.

TREASURE ISLAND SC — Vanguard 15 Midwinters: 3/26. Catherine King, sailflat@earthlink.net.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.



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March Weekend Currents

date/day	slack	max	slack	max
3/05Sat	0236	0526/1.9F	0808	1142/4.4E
	1554	1908/3.4F	2229	
3/06Sun		0037/1.7E	0345	0634/2.3F
	0918	1246/4.8E	1649	2000/3.9F
	2317			
3/12Sat	0220	0512/4.4E	0849	1144/3.7F
	1454	1734/3.7E	2103	2354/3.3F
3/13Sun	0254	0554/4.3E	0940	1235/3.4F
	1550	1819/2.9E	2143	
3/19Sat		0042/1.1E	0307	0550/1.4F
	0817	1148/3.2E	1557	1917/2.8F
	2221			
3/20Sun		0126/1.4E	0400	0649/1.8F
	0917	1247/3.5E	1644	1959/3.1F
	2300			
3/26Sat	0121	0414/4.0E	0744	1040/3.4F
	1348	1633/3.6E	1953	2248/3.1F
3/27Sun	0145	0450/4.3E	0822	1121/3.4F
	1435	1713/3.2E	2021	2322/2.9F

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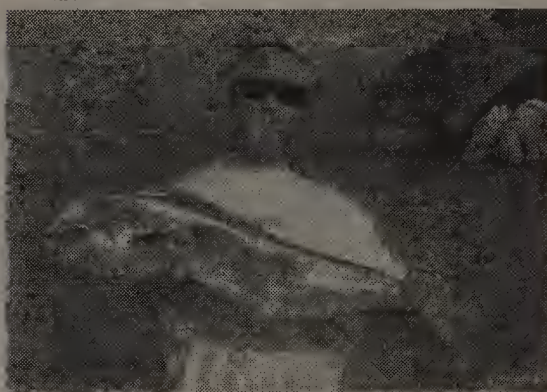
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LETTERS

↑↓ DIDN'T EVEN HAVE TO USE A ROD AND REEL

It was a picturesque morning as we kayaked to a cove south of our anchorage on Espiritu Santo near La Paz. There were tents and kayakers on the beach, so we stopped to chat. While walking down the beach looking for shells, Liz was talking to me about something when I heard a slapping sound. I tried to put the sound out of my mind and listen to her story, but there was the sound again. Liz said she heard it, too, and thought it was a wounded bird on the shore. But no, about 20 feet ahead of us we spotted a fish on the shoreline. And not just any fish, but a dorado — that's mahi mahi to you gringos! With the dorado was a smaller fish that he had chased out of the water!

Seeing that the dorado was trying to make it back to



LIZ STRAND

No rod and reel, no speargun. Rick Strand landed this mahi with his bare hands.

the water, I summoned up my best 'I am the hunter' caveman mode, beat upon my chest, and ran to the fish. I then threw it further up on the sand, grabbed a melon-sized

rock, and quickly neutralized the 10-lb feast. I threw the little guy back in the water. Needless to say, we had a sashimi happy hour that afternoon before BBQing the fish for dinner, another dinner, and two lunches! Kayaking sure is fun!

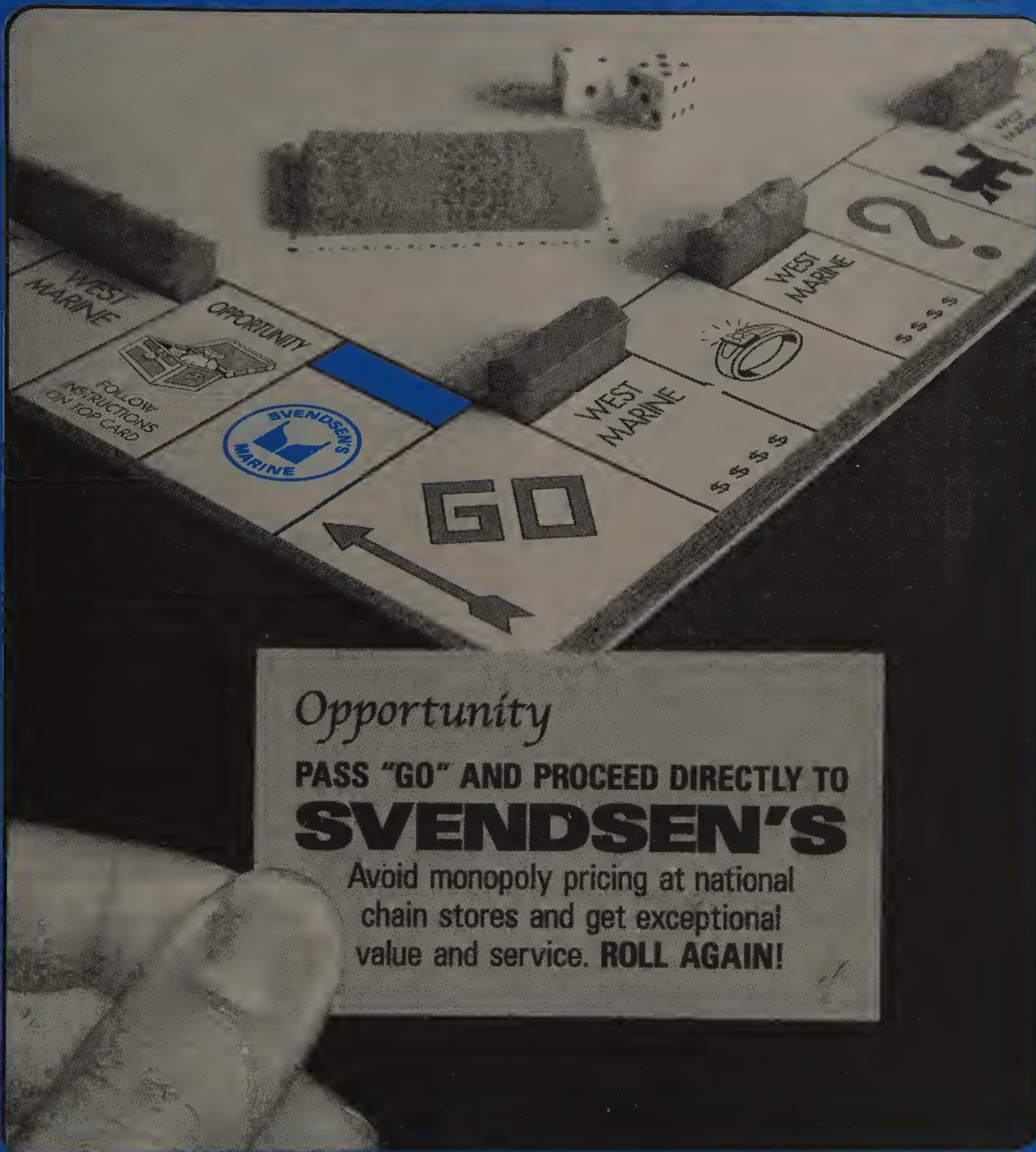
We came down with the '98 Ha-Ha, and after spending four winters cruising the Mexican mainland between Mazatlan and Z-town — I still don't know how to spell it right — we're based out of La Paz on the Baja side for the third winter in a row. A lot of people think it's too cold here in the winter. It is much cooler than the mainland, but the weather is still a lot warmer than Northern California! I'd say it's about 75° during the day, and it cools down enough for a light jacket at night. It is colder when a Norther blows, but we haven't had many of those so far this winter. The water is down to 68°, which requires full-length wetsuits when snorkeling, and even then we can't stay in the water as long. But the visibility is good.

We brought our VW camper down here a couple of years ago, and have been doing a lot of land exploring and camping. Since we were blessed with a granddaughter three years ago, we also make the road trip up to California twice a year. We have fallen in love with Baja, so much so that we have purchased an acre of property on the Pacific side in the Todos Santos area.

Rick & Liz Strand
Sarah Elizabeth, Ericson 38
La Paz, Baja California Sur

Rick and Liz — We know yours isn't the normal kind of phony fish story, because in the mid-'80s, which was the heyday of Sea of Cortez Sailing Week at Caleta Partida between Espiritu Santo and Partida, the same thing happened. The tide had gone way out, which had created a shallows that extended out about 150 yards from the beach. In the shallows, but right next to the shore, there was suddenly a violent splashing in the water. As was the case with your incident, it was a big

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LETTERS

dorado. One of the Sailing Week participants ran down the beach, herded the dorado onto the shore, and that was all she wrote. The kicker is that it won the biggest fish contest!

As for your staying so long in Mexico after the Ha-Ha, we're not surprised. As you know, the Mexican people are about the nicest in the world, the dollar still goes a very long way, the weather is wonderful, and if one avoids marinas, tourist bars and restaurants, the cost of cruising is about the lowest among the increasingly developed countries. Now is a great time to cruise Mexico, and it's right next door for all of us lucky West Coasters.

↑↓WHO IS RESPONSIBLE WHEN A BOAT IS DAMAGED?

I'm writing in response to the question of who is responsible when a crewperson does damage to a boat.

I don't own a boat, but charter from several different sailing clubs. It's slightly easier to partition charges when chartering because everyone is a guest, everyone knows that I don't own the boat, and everyone knows that I don't have a lot of money. One sailing club helped clarify matters by having each of the crewmembers sign a form saying we are all jointly and severally responsible for any damage to the boat. (For some reason, the club no longer pushes use of that form.)

I've had some crew say that because I was the skipper — and therefore the person responsible for the proper execution of every maneuver — that I was responsible for any damage. Fortunately, in most past situations, most of the crew have chipped in for the costs when things have gotten damaged. For example, when there was a group screw-up trying to reef, everybody chipped in.

However, when only one person is clearly responsible — such as when someone has dropped an expensive winch handle overboard — most of the crew seemed to feel that the one individual should bear the majority of the cost. Luckily, in those situations the responsible person has generally volunteered — without prodding — to replace the lost item.

My solution? I don't have a 'cookbook' set of rules, but while the crewmembers are moving around on deck, I make sure they're doing things right and not abusing the boat. They seem to be able to extrapolate that 'atmosphere' to the idea that if something gets broken, they are pretty much responsible, at the discretion of the skipper. And by being around me enough, they learn that if they were to give me any grief about sharing the costs, they wouldn't be sailing with me again.

Leslie D. Waters
San Jose

↑↓THE CAPTAIN IS RESPONSIBLE

I'm writing in regard to Charlie Ellery's February issue letter in which he wondered if a crewman on his Islander 30 — who he said negligently backed his boat over a dinghy pennant, causing damage to the prop shaft that would cost \$1,500 to fix — should be financially responsible for part or all of the cost.

Unlike automobiles and land-based lawyers, on the water there is no such thing as being 'partially responsible'. The captain is *completely* responsible. Think of the *Exxon Valdez*, whose captain was canned, or of the captain of the aircraft carrier that ran aground on San Francisco Bay, who lost his command. Think of the group of U.S. Navy ships that followed each other ashore near Pt. Arguello early in the last century. If the captain wants to delegate actions to the helmsman, that's fine, but he cannot delegate responsibility for the resulting situations.

On a practical note, backing a sailboat under power takes

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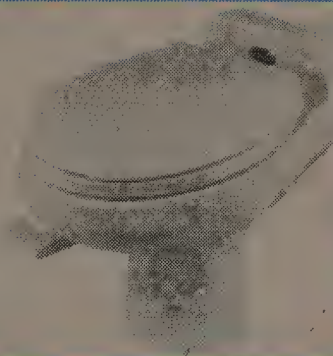
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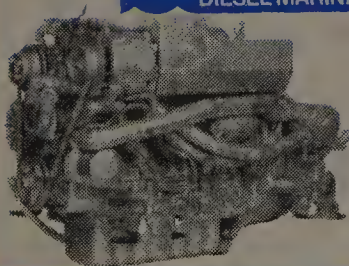
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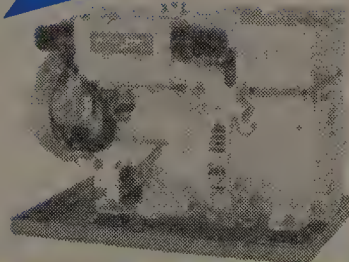
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LETTERS

a lot of skill and practice — even without crosswinds and crosscurrents. On our boat, we always have a crewmember at the stern being a lookout when we are backing or maneuvering in close quarters. Or else we turn off the motor and do it slowly with docklines. It's a great exercise, to turn your boat 180° degrees singlehanded at the dock in front of the yacht club/restaurant.

By the way, thanks for the great reviews of digital cameras.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — We think along the same lines as you, but you'll be surprised at what a judge ruled when Ellery, encouraged by other sailors, took his helmsman to court. See the following letter.

⇓ SMALL CLAIMS, BIG VICTORY

Last month I wrote you about an incident in which a guest crewmember backed my Islander 30 over a dinghy pennant, which resulted in a bent shaft. The estimate to have the boat hauled and repaired was \$1,500. I wrote to ask if you thought the crewmember was even partially responsible to pay for the damage. You said that in your opinion the guest was not responsible.

Here's an update. The guest refused to take any responsibility at all, so I took the advice of other sailors in the area and took the guy to Small Claims Court for the \$1,620 to have my boat hauled and repaired. Well, I won my case. The court found him guilty under the legal definition of 'negligence'. To summarize, the judge said that even though you turn command over to another qualified yachtsman to helm your boat, you do not gratuitously grant him the gravitas to wreck your vessel.

Charlie Ellery
San Diego

Charlie — Wow. In a very narrow sense we're happy that you didn't have to pay to get your boat repaired, but in principle we think the judge made a stinker of a judgement. To ask a guest to back your boat up — not the easiest thing to do on a familiar boat, let alone a strange one — and then hold him/her responsible for any mistakes seems wrong to us. It certainly runs contrary to historical practice.

It would be helpful if you could be a little clearer about exactly what happened during the incident, and what was the specific nature of the guest's negligence.

⇓ WARNING THE WHALES

After the South African America's Cup boat was damaged — both of her wheels were broken off as crewmembers slammed into them — you suggested that the technology be developed to warn whales of the approach of sailboats.

I suppose that you could transmit the sounds of feeding Orcas, but the law of unintended consequences being what it is, you'd probably find yourself amongst a pod of meat-eaters. It would also be just another thing we'd need to find energy for. Not only that, remember what happened when the Navy tested their low-frequency sonars? Some of these sounds caused great confusion among the animals, likely causing them more harm than the rare whale-boat encounter.

I'm wondering if some cetacean biologist out there could tell us where we would have the maximum likelihood of encountering migrating whales — i.e. within 5 to 10 miles off

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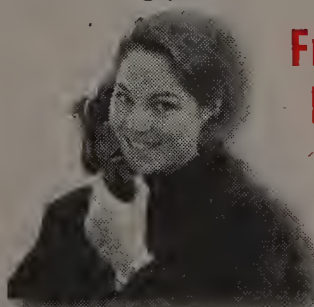
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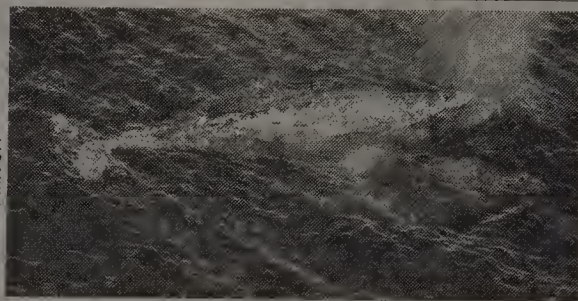
LETTERS

the coast for greys, etc.

Nick Salvador
Northern California

Nick — We don't think the technology would have to be that complex or even dangerous to the whales. In fact, we suspect that if you mounted foward-facing speakers on the bottom of your hull and played hip-hop music at club volume all the time, you'd never hit a whale.

And this would be a good thing, because there are so many more whales now that collisions with sailboats are not uncommon.



LATITUDE / MITCH

It would be good for the whale and good for the mariner if someone could create a warning device.

For example, usually there's at least one incident of contact — usually minor — between a boat and a whale in

every Ha-Ha. And on a sail between Punta de Mita and Nuevo Vallarta in Mexico's Banderas Bay, it's more unusual not to see whales than it is to see them.

Whales are everywhere these days, which is great, but it's also why we need a system to reduce the risk of both sailors and whales being hurt.

THE STATE FINALLY SAW THE LIGHT ON TAXES

To those doing battle with the California State Board of Equalization, I can offer a little hope.

After purchasing our Peterson 44 Po Oino Roa in North Carolina in December of 2000, we took 18 months to deliver her back to Newport Beach for a refit. It was then my plight began, for, according to the Board of Equalization, I was delinquent in my taxes and penalties were starting to mount. I requested an exemption based on the fact that the boat was used outside the state for more than their required 90-day period, and sent them a two-inch-thick file of papers detailing our time in the Eastern Caribbean, Venezuela, Panama, Central America and Mexico. They still insisted that I pay the use tax! After several months of correspondence — and mounting penalties — they wrote to ask if I would like a settlement, and what I would think would be a fair amount to pay.

I replied by saying I thought that I owed zero dollars. To my surprise, they responded that this was acceptable, as I had met the criteria for an exemption!

In any event, things are much happier now. We had a terrific time at Zihua SailFest, where a lot of money was raised for a great cause; we scored the most recent issue of *Latitude*; we're now on a beam reach in 12 knots of wind from Zihuatanejo to Barra de Navidad; and we have two great things to look forward to — the Banderas Bay Regatta in March and cruising the Sea of Cortez in the summer.

Jerry & Kathy McGraw
Po Oino Roa, Peterson 44
Newport Beach / Where The Anchor Lies

CRASH RATHER THAN STUNT

With regard to the February 9 *Latitude* photo of Joey Kenney and his jet ski, unless Joey somehow rejoins his ski before either he or it hits the water, shouldn't it be



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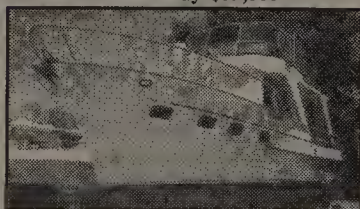
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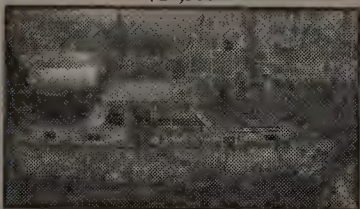
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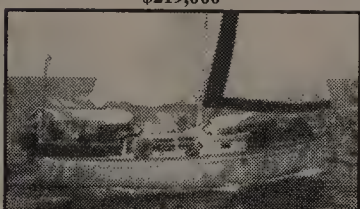
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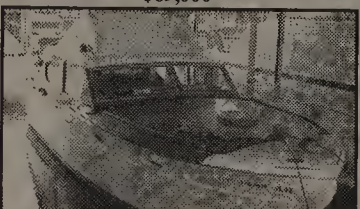
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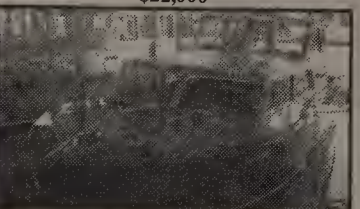
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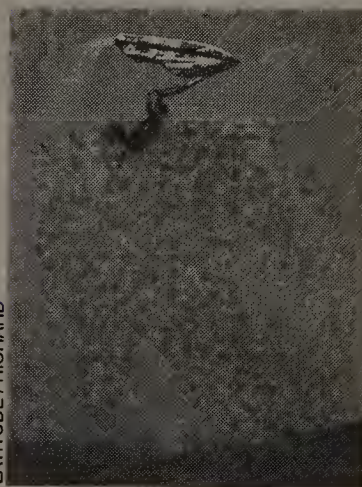
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LETTERS

considered a crash rather than a stunt?

Peter Lewis
Noho Ana
Marina del Rey

Peter — Is a failed stunt actually nothing more than a crash? That's the kind of philosophical question that French high school students must write long essays about before they are permitted to graduate. Not having the space for a complete essay, we'll just say that when a professional jet-skier — such as Joey is, despite the fact he cruises his Ranger 37 Johnny



LATITUDE / RICHARD



LATITUDE / RICHARD

Hang on, Joey, hang on. . .

. . . Oh shit! Look out Joey!

Rook — attempts a stunt and fails, it's a failed stunt rather than a crash. But it's not always a clear distinction.

↑↓EVERYONE THINKS I'M CRAZY

I've been reading *Latitude* for several months now, and came across the article about Alcatraz being an anchored, floating island that moves around a little with the wind and tide. But when I mention it to people, everyone thinks I'm crazy. Could you point me to any information that may help me better persuade my friends and co-workers?

A side note, I have recently started crewing on a couple of boats in the mid-winters, and it's been a great learning experience. I'm also learning about wooden boats. But I'll always remember that my first sailing experiences on the Bay were aboard *Credit* and *Shadow*.

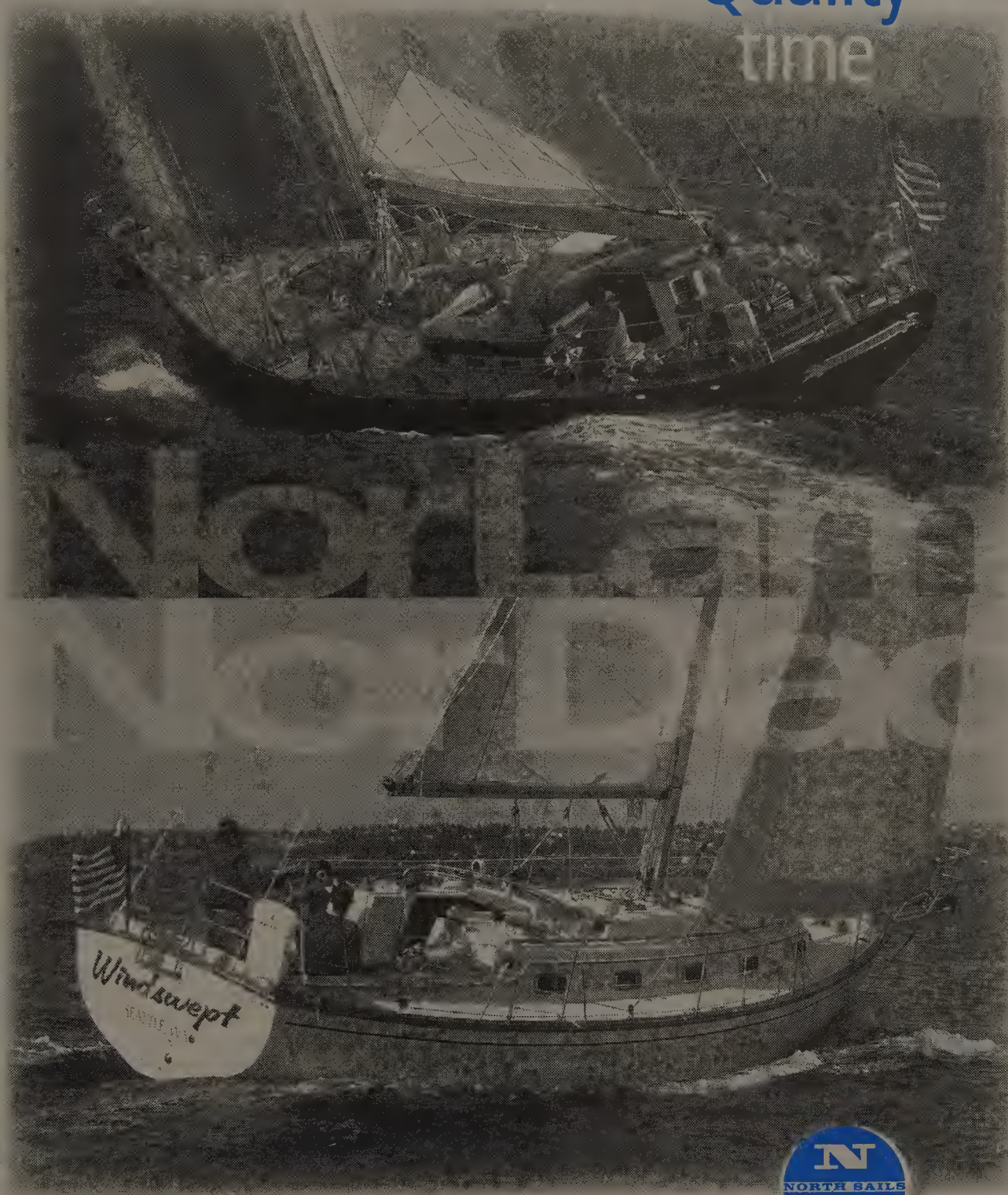
Brian Valle
Tiburon

Brian — As we mentioned previously, because Alcatraz is every bit as important a landmark as the Golden Gate Bridge and Disneyland, the fact that it's a floating island has become a significant Homeland Security issue. The plans for the anchoring system have long been removed from the internet, and Howard Hughes' involvement with the reanchoring of the island after the attack on Pearl Harbor was deleted from the movie *The Aviator*. We'd say more, but we've already received a couple of cryptic emails with government URLs that simply read, "Shut up or Gitmo!" We've got nothing more to say, because while we hope to return to Cuba some day, we want it to be on our boat at Baracoa, not in a cell at Guantanamo. So just keep telling yourself, "I'm sane, everyone else is nuts." It works for us.

↑↓TAKE THOSE P-BOATERS FOR ALL THEY'VE GOT!

Oh ye who knows all, where might I find a copy of the original article you wrote about Alcatraz, the island that floats?

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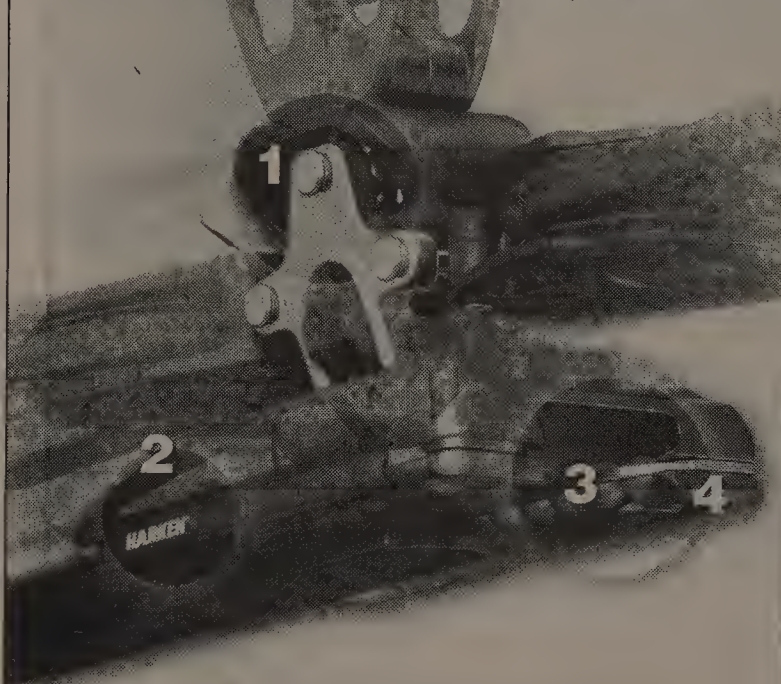
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LETTERS

This is very important, as I have a bottle of champagne riding on the outcome.

P.S. The bet is with a powerboater, so come on, ya gotta help this poor ole gal.

Leann Hargis
Northern California

Leann — The article was written by Gary Mull, the late Oakland-based naval architect responsible for the Santana 22, Newport 30, Ranger 37, maxi Sorcery, and many other fine designs. It appeared in Bay & Delta Yachtsman — not Latitude — about 25 years ago. Mull would never mislead us, so if we were you, we'd up that bet to include some caviar.

↑↓ALCATRAZ

I'm looking for more information about something curious that I read about in your magazine — a reference to an article about Alcatraz being a floating island. Is there any way I could get my hands on the original Latitude article on the subject?

By the way, I have a bet with about six different people — San Franciscans no less — about this debate! No one believes that Alcatraz could actually be a floating island. You could help me make a few bucks.

David Klinker

David — It doesn't surprise us that some people don't believe Alcatraz is a floating island, because if you told them hundreds of tons of steel could float, they wouldn't believe that either. But just ask them to explain how steel container ships float, and suddenly they become a little more open-minded to the wonders of nature. The ability to float, no matter if it's a very big ship loaded with containers or if it's Alcatraz, has nothing to do with the weight of the structure, but everything to do with how much water the mass displaces.

A lot of folks may have been lead astray by Jules Verne's lesser-known fantasy, The Floating Island: Pacific Pearl. As you'll recall, that's the story of the French string quartet on its way from San Francisco to San Diego that was diverted to Standard Island to play some gigs in the South Pacific. Standard Island being the immense, man-made island designed to travel the waters of the Pacific — sort of like those new privately owned condominium ships that constantly travel the world. Standard Island's residents were all millionaires — also like the residents of today's condominium cruise ships. Although life seemed idyllic aboard the Pacific Pearl, trouble was brewing between the Larboardites on one side of the ship and the Starboardites on the other side. For those of you snorting because you think this sounds too silly to be true, we challenge you to put down the magazine, get on the Internet, and order your own copy from bookpassage.com, amazon.com or one of the others.

While all of Verne's works dealt with fantasy, floating islands are very real. Visitors to Peru's Lake Titicaca — the highest lake in the world — learn that the lake has no less than 22 floating islands. Indeed, they are home to the Uros tribe of Indians.

However, the definitive work on floating islands is Chet Van Duzer's Floating Islands: A Global Bibliography, which has just been released by Cantor Press of Los Altos Hills. Here's the press blurb:

"This book is a unique treasury of information about one of nature's marvels: floating islands. The bibliography contains more than 1,500 citations of books and articles in 20 languages on the subject. The entries are annotated and cross-referenced,

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LETTERS

and there are both thematic and geographic indices. All aspects of floating islands are addressed, including the formation of floating islands, the causes of their buoyancy, their role in the ecology of oceans, lakes and wetlands, their flora and



DANIEL FORSTER

For those of you who doubt us, can't you see Alcatraz moving to the west with the ebb?

fauna, their role in the dispersal of plants and animals, and methods for controlling and managing them. Works are also cited on artificial floating islands used for agriculture, human habitation, wildlife habitat and improvement of water quality; and floating islands in literature, myth, and legend. The book includes the text and an English translation, with detailed notes, of G. C. Munz's rare 1711 thesis on floating islands, *Exercitatio academica de insulis natantibus*, as well as photographs of several floating islands."

Once again, anybody who thinks we went to the trouble of making all this up needs to spend just a few seconds on the Internet verifying the release of this fascinating book.

We haven't seen a copy of Van Duzer's just-released book yet ourselves, but we've been told that there's a great photo of Alcatraz on the cover — with a fleet of Express 37s racing in the background. So check it out.

↑↓ GETTING IT RIGHT

In the 'Wisdom' section of the *Latitude* website, somebody is quoted as saying, "Sailing is like being in jail with the possibility of drowning."

The quote actually comes from the very first English-language dictionary, which was penned by Samuel Johnson way back when. The actual quote was, "Going to sea is like being in prison with the added possibility of drowning."

Gary M. Schmidt
Florida / Seattle

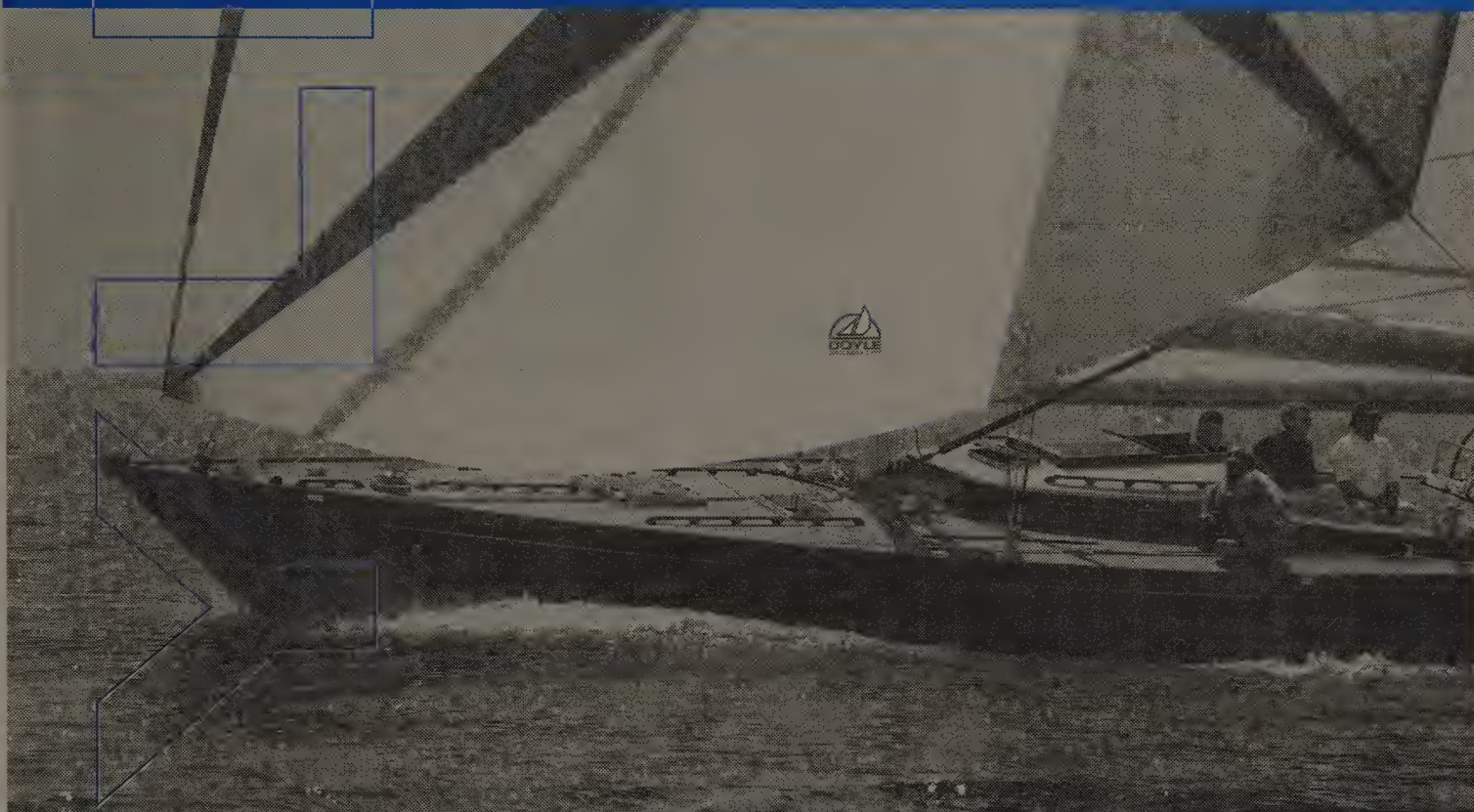
Readers — In addition to providing the clarification on the quote, Gary Schmidt is responsible for one of our most enjoyable and educational experiences. Having rescued several sailors along the California coast with American President Lines container ships he was commanding, we spoke with Schmidt several times, and wrangled an invitation to make the trip north from Los Angeles to San Francisco aboard the 903-ft container ship President Jackson that he was commanding. Lesson #1 from that trip? Give ships plenty of room in which to navigate.

↑↓ IS ELBA A FLOATING ISLAND, LIKE ALCATRAZ?

I just got back from Europe, picked up the February issue, and I was amazed to learn — in the *Changes* from Suzy Q — that the island of Elba has been moved: "... from the Cote d'Azur, we crossed the Ionian Sea to the Italian island of Elba."

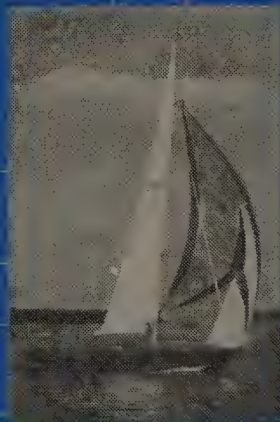


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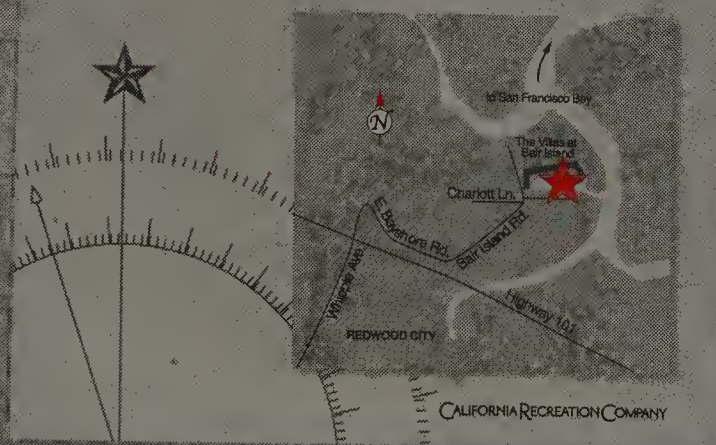
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LETTERS

Having once sailed the Ionian Sea out of Corfu a few years ago, I never saw Elba. In fact, I think it's still in the Tyrrhenian Sea region of the Med, which is off the west coast of Italy and to the south of the Cote d'Azur.

My nitpicking just shows how jealous I am that it's not me who is sailing the Med! *Latitude* articles are always fascinating,



ELBA TOURISM

For those who have never seen Elba, here's a quick look.

and the recent ones on safety and prudence — or the results of the lack of it — have been spellbinding.

Les Polgar
Tonopah, C&C 37
Emery Cove

Les — We blundered in the process of editing that *Changes*. Our apologies to our readers, but especially to the folks on Suzy Q, who really did know where they had been.

↑↓ NORTH TO SEATTLE

I'm looking for advice or information on sailing from San Francisco to Seattle. Do sailboats ever make this trip other than on the back of trucks? It seems not. I'm going to try it, but first I'd like to hear some sea stories or opinions on how and when to try it from someone besides a naysayer.

Nicolas Williams

Nicolas — It's certainly possible to sail from San Francisco to Seattle, and over the years we've run articles on people who've done just that. The most recent was from Bob van Blaricom with his Tiburon-based *Traveller 32 Misty*. (Go to Latitude38.com and search the archives with 'Mouse Trax' for that *Changes*.)

Of course, we've also run articles by folks who've tried to make the trip and were turned back. There's no shame in this, for at times some of the world's larger motoryachts have been damaged by the rough conditions and have had to turn tail to the boatyards of San Francisco Bay.

The two biggest problems with sailing from San Francisco to Seattle are that the wind and seas are usually on the nose, and that they are formidable. Because of a variety of factors, there is no one best time of year to make the trip. During the spring and summer — when most people want to make the trip north — the headwinds blow the hardest and most consistently. The winds are generally lighter in the fall, and in the winter there's a good chance you can catch a southerly. But it's damn cold at that time of year, and nobody takes their boat to the Pacific Northwest for winter sailing.

Not only is there no best time of year to sail north, there's not even a best route. The most common way of going north is harbor-hopping. This involves motoring like crazy when it's calm or there is little wind, then waiting out the blows in port. Another option is sailing way, way offshore on a starboard tack. This will seem stupid for the first eight or 10 days, but

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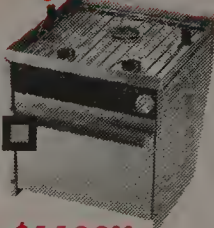
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after you get about 1,200 miles offshore, you'll be lifted, and eventually be able to flop over onto port and hopefully lay the Strait of San Juan de Fuca. An even more common tactic is to sail not much farther to Hawaii, enjoy the tropics for awhile, then sail to the Northwest in the late summer. At first glance it may seem crazy to sail as far south as the latitude of Cabo in order to get to Seattle, but when it comes to sailing, taking a circuitous route is often the fastest. Which is why cruisers wanting to go from the Caribbean to Rio usually do so by way of Europe.

The most important things for a successful trip from San Francisco to Seattle are: 1) Having a very strong boat. 2) Having no time constraints. 3) Being lucky with respect to the weather.

If anyone would like to share their experiences sailing north from San Francisco, we're sure our readers would enjoy hearing them.

↑↓ **WE HAD NOTHING ELSE TO DO NEXT WEEK, SO . . .**

My friend Derek Pfarr and I will be leaving on February 14 to sail around the world on my Newport 30. He's 20 and I'm 19. We're doing this with just a week's notice, and our plan is to do it as quickly as possible. If you could lead us to some sponsors, we'd greatly appreciate it.

Eric McCulley & Derek Pfarr
Newport 30

Eric and Derek — The deal with sponsors is that they prefer to give money to people after — rather than before — they've accomplished something noteworthy. And even so, there's not nearly as much sponsorship money out there as hopeful recipients seem to believe.

A lot of our readers probably think you're a couple of kids with a really dumb idea, and that you won't make it as far as Cabo. Ideas such as yours that come on like gangbusters tend to flame out just as quickly, so we're not so confident that you'll make it to Cabo either.

As for your idea being really dumb, we're not so sure. If you guys have some sailing skills, are in good shape, and have access to a couple of thousand dollars to get started, we think the only thing preventing you from completing the trip would be a lack of desire and/or a lack of guts. At times such a trip would be much lonelier and much tougher than you can imagine, and you'd have to scrounge jobs to make money the whole time. But it's doable, and we promise you that you'd have the adventure of a lifetime. Plus, you'd return home far wiser and more capable than had you spent the time at a university.

↑↓ **SALVAGE RIGHTS**

Do I own a fishing boat?

I was recently having dinner at Alioto's in San Francisco and looking out at the fishing boats — when I noticed a boat turning very slowly between the docks. It was moving so slowly that I assumed somebody was turning it using lines. As I watched, however, I became convinced that it wasn't attached to anything!

After paying the bill — dinner was very good, try the Sicilian mixed grill — I went down to the docks. Sure enough, there was a small 'bow picker' drifting round unattached to anything. The security guard from one of the restaurants was already on the phone to the Coast Guard, but he wasn't boat literate enough to explain exactly what was going on. While I was trying to coach him, the boat drifted to within reach, so I grabbed it, and moored it using the anchor to attach it to a

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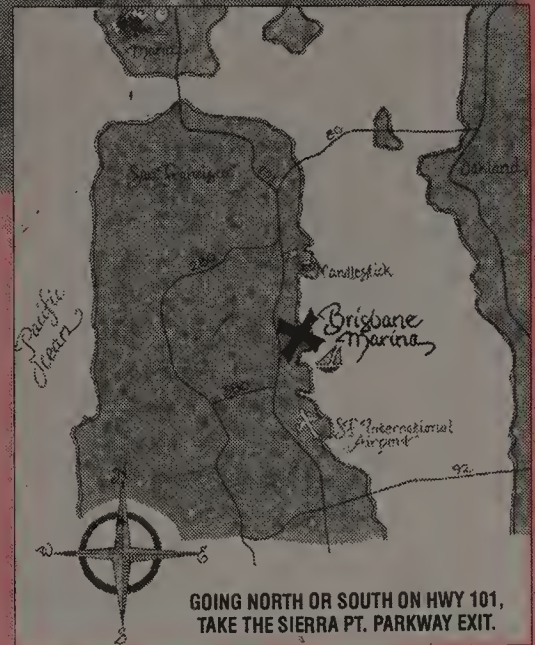
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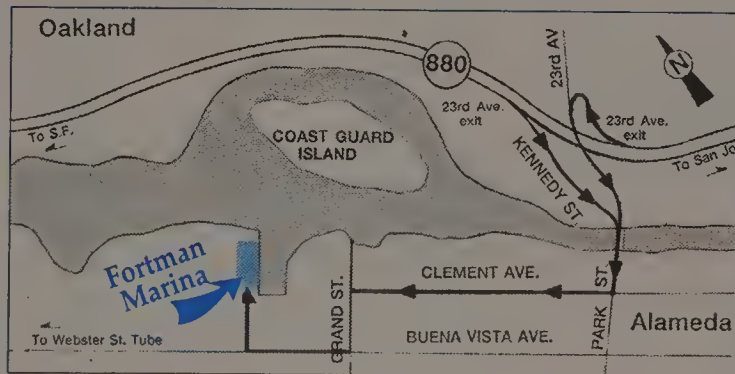
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dock ladder. Being dressed for dinner, I wasn't about to get all dirty by going aboard trying to find a mooring line. The Coast Guard lost interest once they heard I'd secured it, so we left it there, safe, but probably in the wrong slip.

When I caught the boat, one of the bystanders remarked, "Now you own it." I don't have any need for a 30-ft bowpicker, and more to the point, I'd hope that if my boat came adrift somebody would just tie her up as I had done. However, I am very curious as to what the law would say if you find a boat adrift, but not in any real danger. Would that be salvage? Does the person who catches it own it?

I'm sure there are *Latitude* readers — or editors — who can answer this one.

John Pettitt
Sausalito

John — Given the ancient and often international nature of maritime law, you can imagine that the rules with regard to salvaging boats are extremely complicated. For example, there are not only important differences in the meanings of terms such as wrecks, derelicts, and abandoned vessels, but they also mean different things under different parts of maritime law.

But let us assure everyone of one very simple truth — the idea that an unmanned vessel becomes the property of the finder is a myth. That's not even the case when the crew abandons the boat without having any intention of returning. The owner still has to actively do something to affirm that he wants to give up his rights to the vessel.

If somebody finds an unmanned vessel in peril, or obtains permission from the owner to try to save a vessel, they do acquire certain rights. How much money they get is decided by a court, and the big factors include the difficulty of the salvage, the risk to the salvor, the value of the vessel saved, and the degree of danger the boat was in. Salvage awards tend to be about 10 to 25% of the value of the boat, and only very rarely go over 50% of the value. If the salvage is unsuccessful, the salvor gets nothing.

↑↓ TRAILERING THE NORTH SEA 27

Your advice to Bill Oyster — great name for a waterman — to put his Nor' Sea 27 on a trailer and bring her up from Mexico was good. After all, the boat was designed by Lyle Hess to be a trailerable bluewater cruiser for the Wixom brothers who, you may remember, hit the jackpot in the '60s manufacturing motorcycle fairings. The boat trailers very well for her size.

Here's how the Nor'Sea came about. The Wixoms had taken a trip to Baja with their Hobie Cat and had fallen in love with the place. They came home and asked Hess to design them a trailerable fiberglass boat strong enough to sail around the world, one with an aft-cabin for privacy. The workboat look comes from the vessels they'd seen on a trip to Holland. Anyway, Hess gave the boat a fine entry and a flat run. The boat is like a big surfboard! In fact you once ran a picture of my boat on a wave at the Steamer Lane surf spot off Santa Cruz. The former owner was a little crazy!

Interestingly, the Wixoms built the first boat themselves and took off with their ladies.

I used a heavy-duty Ford 3/4-ton truck to pull my boat home from Morro Bay. It's not a toy hooked on back there, however, because she weighs about 8,000 pounds and stands 12 feet above the surface of the road. My friend Ed was white-faced when we went over the Cuesta Grade outside of San Luis Obispo, but we did fine. My biggest warning is to be careful

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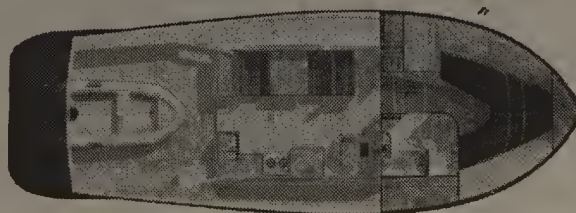
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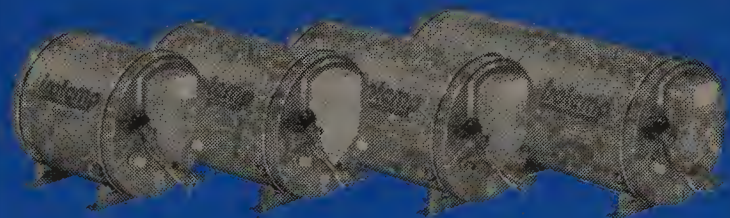
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when you pull in to get gas. The roofs of truck stations are high enough to pull under, but that's not always the case with gas stations meant for cars.

You jokingly suggested filling the boat with illegal goods to pay for the trip. Don't do it! Instead, keep all the cruising supplies onboard and use the boat as a trailer during the journey. We cooked dinner in a rest-stop north of Paso Robles and slept aboard. In the morning we were on our way again, and by the afternoon were launching in San Rafael. From Morro Bay to San Rafael in 24 hours!

Bob Johnson
Motu, Islander 28
Loch Lomond Marina

COVER GIRLS AND TRUCKING TIPS

We were at anchor in Zihuatanejo when I received the first of many emails letting us know that Linda was on the cover of the January *Latitude*. It took a few days for a copy to reach us in Zihua, but when it did I immediately cut off the cover so I could frame it. I couldn't quite believe it, I kept humming, *On The Cover Of The Rolling Stone* for days.

The picture, which was taken during the start of the second leg of the 2004 Ha-Ha, shows exactly what I love the most about Linda — her youthful enthusiasm for life. That day she was like a little kid jumping in the bow-pulpit shouting "Have you ever seen anything so beautiful?" Thanks for capturing the essence of Linda for me! By the way, we celebrated our 14th wedding anniversary on January 25th by taking a sunset walk together on the beautiful beach at Caleta de Campo.

I'd also like to share some thoughts on having boats trucked. We've had our Hans Christian 33 trucked from Alameda to Seattle twice, once in '97 and again in '04. While it's not the same level of complication as trucking from Mexico, it involves the same players: boatyards and trucking companies. Both of these businesses are notorious for not being able to complete work on time or at the quoted price. (Although all our trucking costs were as quoted, we were never able to get an accurate quote for re-commissioning from the yards we dealt with.)

Both the trucking trips went more or less as quoted — but not exactly. The first trip was three days longer than we planned, the second was one day shorter. My advice to anyone planning on trucking their boat anywhere is to first be careful about how you prepare the boat, as she's going to be on the freeway exposed to hurricane force winds — along with road bumps, grime and grease. Secondly be flexible! You're having a big, heavy and expensive piece of equipment put on the back of a truck and sent over hundreds, if not thousands, of miles. If you expect things to run like clockwork and match the quote to the penny, you're going to be in for a lot of heartburn. If you expect a certain amount of deviation from the plan and keep a friendly attitude you'll be a lot happier. Wait a minute, that's my advice for cruising too!

Right now we're in Barra de Navidad for a few days, moving back and forth between here and Tenacatita. Next we head up to Puerto Vallarta for the Banderas Bay Regatta.

John Gratton & Linda Hill
Nakia, Hans Christian 33
Barra de Navidad / Redwood City

Gratton and Linda — One of the neat things about publishing a magazine is surprising people by putting them on the cover. We're glad you liked it.

As for your advice about trucking, we think it's excellent. There are a lot more variables and potential pitfalls than say,

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Congratulations Jeanette



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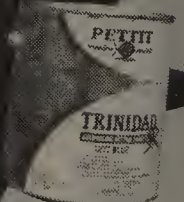
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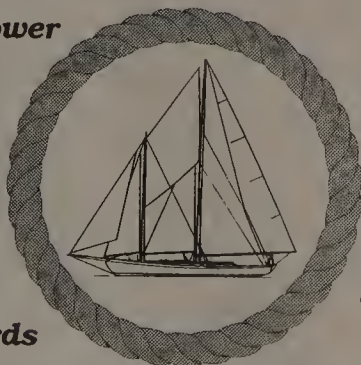
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↑↓WHEN TRUCKIN', STAY WITHIN THE QUOTE

As a carrier from Sacramento, I'd like to comment on the problems Glenn Ross had having his boat shipped from Tucson to Stockton by Kevin Bascom's trucking company.

The way I see it, when a business agrees to do something for a certain price — no matter if it's \$10 or \$1,000 — that is the price they charge. Not a cent more, ever. If you run into problems, they are your problems, not the customer's problems.

I say shame on any carrier who would jack up the price of a job because he or the crane company he hired dropped the ball. Weather often delays trucks or requires them to take alternative routes. Do you charge the customer because you had to take another route? Hell no, you eat it — but you keep your word and your reputation. Unless there is contingency pricing in the original contract, the price you agreed to is the price you should charge.

As for the trucker saying he didn't know what the other crane company was going to charge, that's shameful. If the owner of the trucking company didn't know, who was supposed to know?

With regard to the height issue, that is something the trucking company should have worked out before accepting the job and the boat. And it should have been clearly stated in the contract that if there was a discrepancy, the rate would be adjusted accordingly.

For me, the final nail in the coffin of Bascom's explanation was that he "wasn't going to let the driver sit all weekend in Stockton." Stockton is about 35 miles from Sacramento, so why didn't Kevin just leave the boat there where it was ultimately going to be unloaded anyway, or find a yard in Stockton for the weekend, or bring the boat up to Sacramento and deliver it when the crane was next available? Or if he was so concerned about the welfare of his driver, couldn't he have just driven down there and picked him up himself, leaving the rig and boat until the following Monday?

It's my opinion that if Bascom's explanation were a hull, not even all the pumps in the world could keep it afloat.

Jerry Metheany

W. & P. Transport, Sacramento
Aboard Rosita, Nuevo Vallarta, Mexico

↑↓I HEARD A FAINT CRY FOR HELP

Today was somebody's lucky day. Feeling ambitious with a few hours of daylight left, I started in on another boat project — replacing my port and starboard running lights with the more efficient LED ones. The new ones use up to 90% less energy and are approved by the Coast Guard. As it got dark, the wind came up to 30 knots — and I thought I heard a faint cry for help!

I looked all around but couldn't see anything but a seagull in the distance. I figured it must have been him — but then I heard human cries again. Going around to another finger, I saw a man in the water holding onto a mooring line. I grabbed a line from an adjacent boat, and with the loop in one hand and the bitter end in the other, ran it around the torso of the gentleman — who was in real panic mode. He said he had MS, was disoriented, and needed help. He sure did, as he'd already been in the cold water for as much as 15 minutes. I tied the bitter end of the line to a cleat, making sure he didn't slip under the pier.

How did he end up in the water? Apparently he'd been out with the owner of a Catalina sailboat, and when the skipper

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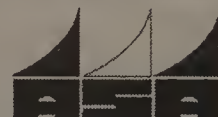
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LETTERS

tried to come into the slip, the fellow jumped for the dock. He misjudged the distance and ended up in the water. The skipper tried to get the boat back in the slip three times in the windy conditions, but failed. He was just getting back as I struggled to pull his crew out of the water.

Have you ever tried to get out of the water onto a dock or had to pull someone from the water onto a dock? It can be really difficult. So I took the middle portion of the dockline, placed it over my shoulder, then kneeled down to increase the effect of the fulcrum. As I stood up, the gent placed his knee and then his body onto the dock. He was cold and wet at that point, but all right. I looked up at the Catalina, which was cattywampus to the boat next to his, and helped him get her secure.

By this time the 'victim' was insisting he was fine and warm, but I insisted he change clothes to prevent hypothermia. He finally took my advice.

I don't know how often people fall into the water by docks and can't get out, but I think it's important for everyone to think how they would assist them. Particularly if the person were incapacitated in some way or if the person in the water weighed far more than the person trying to pull him/her out. As far as I'm concerned, the best thing I did was get the rope around the man and secure it with a cleat. That way I had him stabilized, and if I got pulled in trying to pull him out, I'd have a line, too. But thinking how you'd rescue someone in the water at a marina — particularly with nobody else around — is something worth thinking about.

Nicholas Sciarro
Tayana 42, Silver Gate YC
San Diego

↑↓WHAT ABOUT AN ALBERG?

Is it worth it to buy an Alberg 35 for bluewater cruising?

Steve Morris
Northern California

Steve — Only you can decide whether or not a particular boat is worth buying. We can, however, give you some general thoughts about Alberg 35s — and similar designs of the '60s such as Tritons 28s, Vanguard 32s, Alberg 37s, and 41-ft Bounty IIs.

These are full-keel boats with relatively short rigs and short waterlines that were generally built like brick shithouses. The biggest negatives they have compared to modern boats is that their interiors are quite small for their length, they tend to be wet, and they have rather primitive systems. Because they have full keels, they are not going to point with more modern cruising boats, and because they are heavy with relatively stumpy rigs, they aren't going to be rockets off the wind. They do best on reaches when they heel over and extend their waterline.

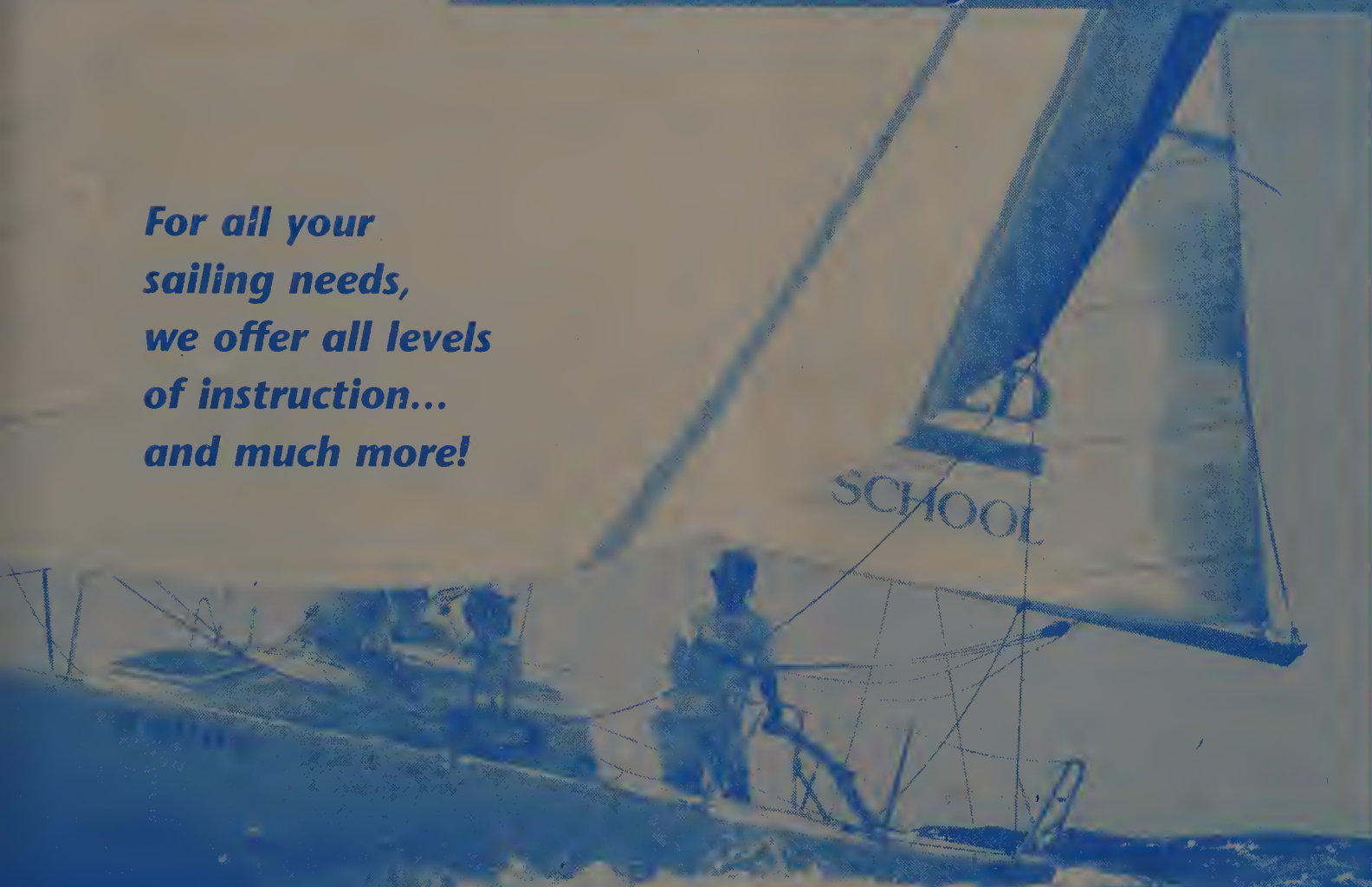
As old as these boats are, you still see lots of them out cruising. There were two Bounty IIs in last year's Ha-Ha, and our old friend Warren Stryker, who bought his Bounty II in Sausalito in '71, still sails his in the U.S. Virgins. We also get reports from folks out cruising on Alberg 35s.

As far as we're concerned, these kinds of boats make very decent cruising boats. But it will be up to you to decide if they are the best boats for the kind of money you want to spend and the kind of cruising you want to do. Our only proviso is to beware of 'project' boats. It always costs three times as much and takes three times as long as expected to revive a project boat.

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LETTERS

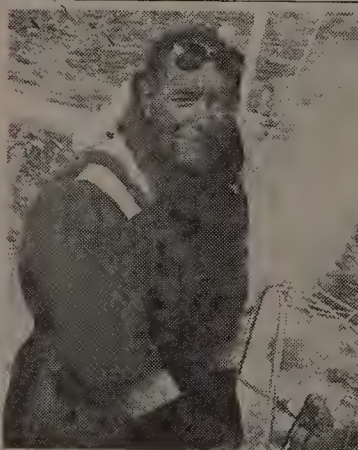
↑↓ ELLEN AND FRANCIS

That was a very nice item you wrote about Ellen MacArthur and Francis Joyon in the February 11 *'Lectronic Latitude*. We all recognize Ellen's achievement in setting a new solo around-the-world record, but it was very professional of you to specify the conditions in which Francis had set the previous mark. They are two amazing sailors!

Stephane Plihon

Readers — For those who might have missed that 'Lectronic, here's what we wrote:

"We can't think of any sailor we admire more than Ellen MacArthur. What she accomplished with her singlehanded around-the-world record was heroic. Her resourcefulness, courage, and determination are a true inspiration. And with the way she conducts herself, what an ideal role model for sailing and women. The only sailor we admire almost as much



J BIERIOT / MER & MEDIA

'Dude' Francis Joyon.



DPPI / JOHN BANDSILLED / B&G

Dame Ellen MacArthur.

is Francis Joyon of France, whose around-the-world record Ellen broke by just under two days. The thing to remember about Joyon is that he established his record a year ago with the rather old and much modified trimaran IDEC (ex-Sport Elec), which had sails that had already been around the world. Unlike Ellen, he didn't have a large shoreside team, and unlike Ellen, he did all his own weather routing. Yet when Ellen broke his record, Joyon was the first to congratulate her and didn't make note of the advantages she'd had over him."

By the way, MacArthur and Joyon aren't finished going after the same records. They both have their eyes on Laurent Bourgnon's 1994 singlehanded New York to England record of 7 days, 2 hours set with the 60-ft trimaran Primagaz. MacArthur missed breaking it last year by about half an hour, and Joyon will be going after it this summer. Both MacArthur and Joyon also have eyes on Bourgnon's 24-hour record of 540 miles, which was set during his record crossing.

↑↓ WAS ELLEN THE THIRD OR THE SECOND?

I think Ellen MacArthur's record-breaking solo circumnavigation is fantastic, and wished it received even more press in this country. Nevertheless, her website states that she is the second person to solo circumnavigate on a multihull — an assertion repeated in your February 7 edition. In fact, Nigel Tetley was the first to accomplish such a feat, finishing aboard his Piver Victress in 1969. While it's true his boat broke up before he completed the Golden Globe Race, he did succeed in circumnavigating before losing his boat.

If anyone is really bored, they can have a look at some pictures of my 35-ft Piver Lodestar Cerberus, which I have been sailing and restoring — mostly restoring — for several years

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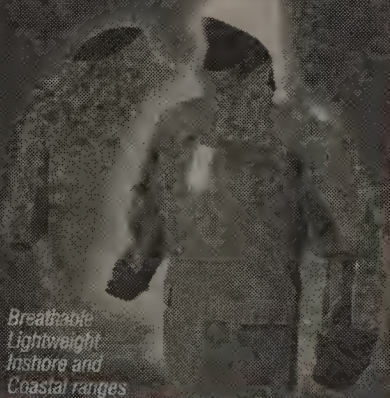
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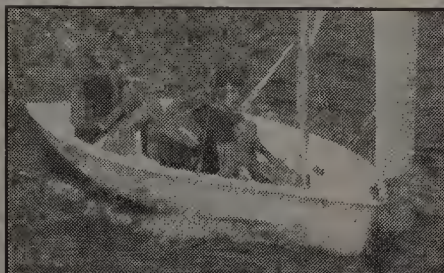
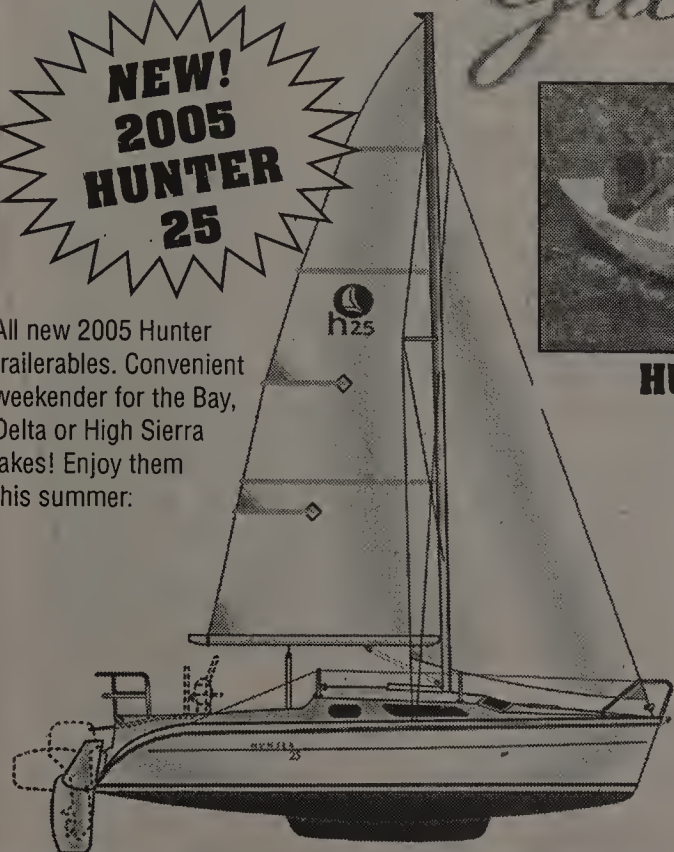
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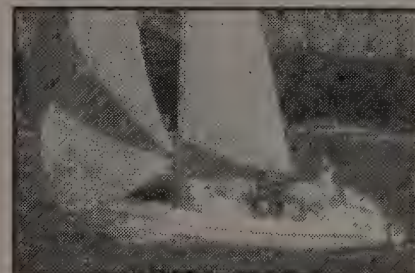
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JY15



HUNTER 216



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FREEDOM 38, 1992

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PEARSON 303, 1985

Avida is very clean with a diesel engine and new upholstery.

\$35,000



COLUMBIA 50, 1966

Bill Tripp classic. Great liveaboard.

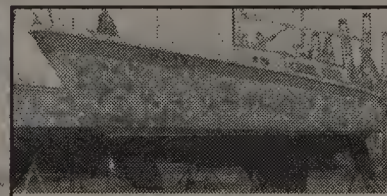
\$69,900



MACGREGOR 65, 1986

Black Jack is a Pacific Cup veteran with a Santa Cruz 70 mast fitted in 1995 and has had many upgrades.

\$105,000



CAL 29, 1972

Champagne's upgrades make her ready to go. Extensive sail inventory for race or cruise most new in 2000. New diesel, 2000. **\$19,900**

ADDITIONAL LISTINGS:

MacGregor 65	1986	\$105,000
Columbia 50	1966	\$69,900
Grand Soleil 43	2001	\$299,900
Gulfstar 43	1975	\$85,000
Ohlson 41	1967	\$42,000
Choate 40 Dencho Marine	1981	\$39,900

Farr 40 One Design	1998	\$150,000
Farr 40 One Design	1997	\$129,000
Freedom 38	1992	\$109,000
Express 37	1985	Pending

Beneteau 36.7	2002	\$140,500
Morgan 36	1984	\$39,500
Ericson 35 MkII	1970	\$35,000
J/105	1992	\$79,900

J/32	1997	\$135,000
Pearson 303	1985	\$35,000
Carter 30	1976	\$19,950
Catalina 30	1983	\$25,000
Santana 30/30 Grand Prix	1983	\$14,000
Cal 29		Inquire
Wylie Hawkfarm 28	1979	\$9,900

Chris Corlett • Ruth Scott

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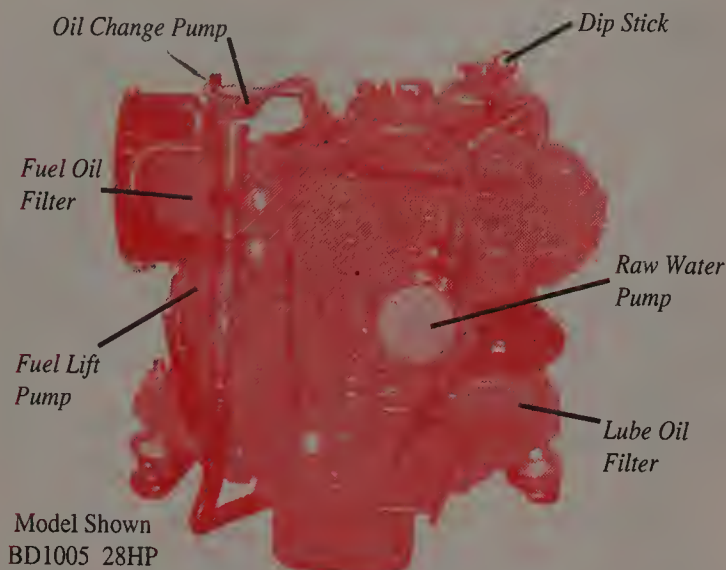
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LETTERS

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Mark Lewis

Mission Operations Manager, Space Sciences Laboratory
U.C. Berkeley

Mark — We're a little shaky about the early days of multihulls, so we appreciate your clarification.

THINKING ABOUT BOATS TO BUY

I'm looking at buying a boat in the next year, sailing her on the Bay for a couple of years to gain experience, then following my dream of an open-ended cruise into the Pacific. Some of it I plan to do solo, some of it with a couple of crew.

I like the Westsail 32, but in my research I found conflicting opinions. Some folks call it a 'Wetsnail' and some say it's a fast boat. Some say that the quality is superb, others say it's marginal at best. I understand that a great number of them were home-built, and that the craftsmanship depends on the people who built them. I'd like to know what the design is like in light winds and in heavy winds. I'd also like to hear about Islander 36s.

I read *Latitude* from cover to cover every month, and believe there is no better sailing publication in the world.

Gordo Klenk
Truckee

Gordo — The Westsail 32 is a heavily built boat based on a Colin Archer lifeboat design, and has a surprisingly large interior. Some were completed by the factory, while many were finished off from a hull and deck by owners. In any case, the basic structure is the epitome of being overbuilt.

Because the Westsail 32 is a heavy, full-keel boat with a relatively modest amount of sail area, it doesn't shine in light air or upwind in sloppy conditions. On the other hand, it's a secure boat to be on when the weather turns nasty. If you're looking for speed, it's the wrong design. If you're looking for security, it could be what you're looking for. Westsails are still something of a cult boat, and you can find out lots more about them at www.westsail.org.

The Islander 36 is a traditional California racer/cruiser that has been extremely popular in the Bay Area ever since the '70s. The class has been greatly revived in recent years, and five of them entered the last Ha-Ha. If you follow Changes, you know that Dick and Shirely Sandys have been cruising their Palo Alto-based Islander 36 GeJa around the world for the last 15 years. They say she's been a good boat for them.

LOOKING FOR A WESTSAIL SPEAKER

In preparation for the upcoming annual Westsail Owners Association Rendezvous to be held in San Leandro September 16-18, we are looking for a guest speaker — and would love to find someone who actually worked in one of the Westsail plants. Passing along the Westsail legacy is especially important for the newer generation of Westsail owners.

Each year we are lucky enough to be graced with the presence of many Westsail greats such as Bud Taplin, Dave King and Kern Ferguson. This year we'd like to build on that. If you are an ex-employee, know how to contact one, or even have some factory stories and photos of your own, please contact me. If I collect enough factory photos, perhaps I can give a slide show at the Rendezvous.

One Bay Area name that comes to mind as a potential speaker is Frank Minnameyer. As I understand it, he worked as a craftsman doing some beautiful woodwork on several



PERFORMANCE AND VERSATILITY

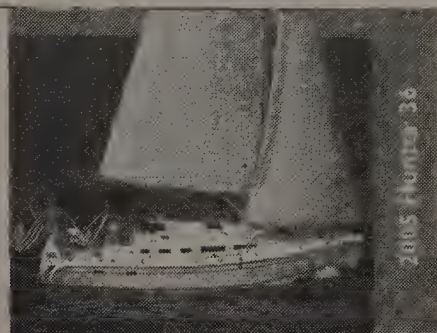
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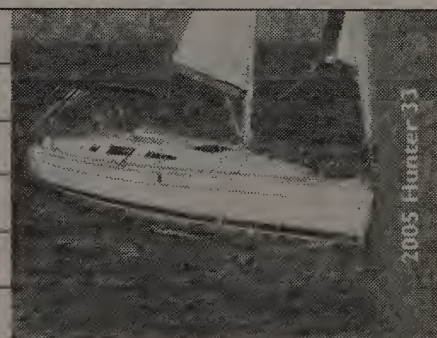
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32'	2002	HUNTER 326 SLOOP	\$79,500
32'	2001	HUNTER 320	\$72,000
34'	1998	HUNTER 340	\$82,000
36'	1999	JEANNEAU 36.2	\$119,000
42'	2000	CATALINA 42 Mk II	\$195,000
52'	2001	JEANNEAU 52.2	\$430,000

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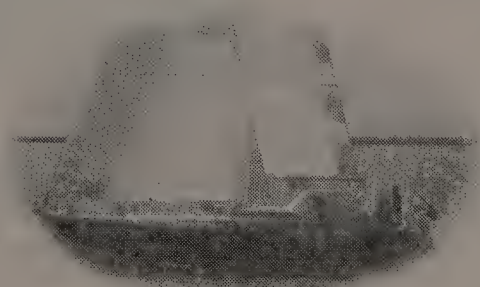
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LETTERS

owners' kit boats after he left Westsail. Where are you Frank?

Ted Crocker
<muthaiga@earthlink.net>
Niniwahuni, Westsail 43

↑↓ DORY FLARE, SAMPAN BOW, AND LUG RIG

In last month's *Sightings* piece on the Bear class, the author stated that "the Bear is one of only two sailboat classes designed specifically for San Francisco Bay. . . ." The other being the Bird class.

That's not true. Consider the 12-ft San Francisco Pelican

sailing dinghy, which was designed by Capt. William H. Short, 1920-1986, to see if his idea of combining bold dory flare and freeboard with sampan bow and lug rig would stand the test of the Bay waters. A tug captain, Short knew the Bay conditions well.



The 12-ft Pelican, designed and built for San Francisco Bay.

Cloe Maru, Pelican #1, was built and launched in 1959, and did very well. Pelican plans are available, and the class continues to grow. My Pelican *Selkie* was registered through Short's widow Muriel

Short a few years ago, and has sail number 2834. I used her both on Morro Bay and Coronado Bay, and she brings me great pleasure.

P.S. I'm a small boat sailor who enjoys *Latitude* very much. My month isn't off to a good start until I have read every page.

Jack Moore
Los Osos

Jack — The statement in last month's Sightings about Birds and Bears being the only one-designs created specifically for the Bay was the result of an editing blunder. The paragraph should have started out reading, "Among the first classes of sailboats designed specifically for San Francisco Bay were . . ." As you'll see from the following letters, the Pelican was just one of many other one-designs that fit the bill. Frankly, we're glad for the error, as it has helped recall a lot of fine local boats.

↑↓ MORE SAN FRANCISCO BAY BOATS

Recently, Hank Easom and his *Yucca* crew — all longtime hardcore Bay Area racers — sat around the cockpit and try to remember some more of the boats that were designed, built and sailed specifically on the Bay. Here's the list: Acorn, Windward, Yankee, Sunset, Hurricane, Big Bear, Mercury, Clipper, Junior Clipper, Spaulding 33, Buccaneer, El Toro, Zephyr, Shamrock, Farallon Clipper, Golden Gate, Hawkfarm, Melody, 101, Treasure Island, S.F. One Design and Voyager.

But hold on to your seaboots, for having checked out my 1950 *Yachting Yearbook*, I was reminded of some more that I've forgotten — and some I wished I'd forgotten!

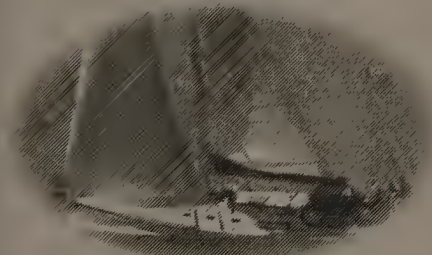
1) Coast 13s — which turned out some very good sailors, mostly from the Lake Merced Sailing Club.



76' IACC USA 11
\$425,000



76' IACC NZL 14
1991 • \$425,000



48' C&C CUSTOM
1973/1996 • \$199,000



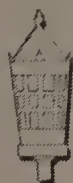
47' GULFSTAR
1979 • \$142,500



43' BALTIC
1986 • \$285,000



42' CABO RICO
2001 • \$495,000



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SAIL

78'	CUSTOM HERRESHOFF, 1990	\$297,000
65'	SWAN, 1976	\$450,000
47'	BENETEAU, 2004	\$299,000
38'	BENETEAU, 1999	\$144,900
30'	ERICSON MARK II, 1978	\$19,950

POWER

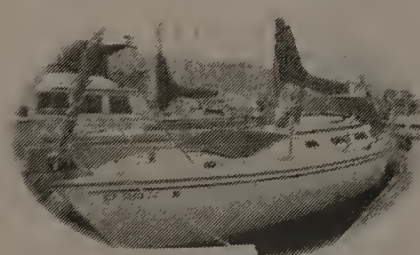
80'	SAN LORENZO, 1993/2003	\$2,450,000
74'	CUSTOM STEEL TRAWLER, 1989	\$349,000
61'	HATTERAS, 1981	\$559,000
58'	HATTERAS, 1973	\$360,000
57'	BURGER, 1962	\$339,000
53'	HERSHINE, 2000	\$525,000
50'	NAVIGATOR, 1996	\$399,000
50'	DEFEVER, 1970	\$249,500
49'	DEFEVER PILOTHOUSE, 1983	\$279,900
49'	HYUNDAI, 1988	\$225,000
47'	PONDEROSA, 1986	\$199,000
45'	C&L PILOTHOUSE, 1979	\$199,900
45'	CARVER PILOTHOUSE, 1979	\$399,000
42'	HATTERAS LRC, 1980	\$199,000
42'	JEFFERSON, 1987	\$197,500
42'	GRAND BANKS, 1973	\$175,000
42'	SEA RAY, 1990	\$178,000
40'	HERSHINE, 1982	\$126,700
38'	HERITAGE, 1980	\$145,000
37'	HERSHINE, 1982	\$89,000
36'	GRAND BANKS, 1989	\$219,000
35'	SILVERTON 352, 1997	\$125,000
34'	MERIDIAN, 2004	\$199,000
34'	MARINE TRADER, 1977	\$59,500
34'	CHB, 1980	\$55,500
33'	SEA RAY EXPRESS, 1992	\$59,000
32'	BAYLINER, 1984	\$59,700
31'	LIEN HWA SEA HORSE, 1981	\$54,900
17'	BOSTON WHALER, 2003	\$2,950



BENETEAU 36.7
2002 • \$140,000



SABRE 362
1997 • \$149,000



36' CATALINA
1985 • \$59,700



35' LeCOMPTE
1971 • \$31,900



32' CELESTIAL
1990 • \$39,900



31' IRWIN
1985 • \$29,700



40' OLSON
1983 • \$84,500



38' SABRE
1983 • \$109,000



37' ESPRIT
1978 • \$89,500

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LETTERS

2) Mayas — A popular MORC racer before the Quarter Tonners came along.

3) Frisco Flyers — later renamed Pacific Clippers.

4) Cox 22s — designed by Oakland sailmaker Cliff Cox, who was first to mold sails with glued seams. He should have stuck to designing sails.

5) Seahorse Yawls — 26-footers.

6) Carinitas — 20-footers that, like the Seahorse Yawls, were ugly plywood monsters.

7) Mermaids — a cute little design.

8) Friendship sloops.

9) Holidays — Like the Friendship sloops, this was a YRA class that could never get enough built for one-design status.

Michael Figour
Tiburon

↑↓ WHO NEEDS A STOVE FOR A 10,000-MILE PASSAGE?

Any list of one-designs — or at least sisterships — built expressly for San Francisco Bay should include the S&S 33 *Spirit* and her sisters. Around 1960, shipping magnate George Kiskadden, *Spirit's* instigator, had Sparkman & Stephens design a 'move up' boat specifically for Bird sailors who had started families. Kiskadden figured that *Spirit's* original long and deep cockpit could serve as a playpen for toddlers.

When *Spirit* proved adept at beating much larger thoroughbreds upwind offshore, the original intent of *Spirit* evaporated, and George and a band of stellar local sailors sailed the boat over much of the globe, passing varsity go-getters to weather. Norm Duvall of Mendocino County has outrageous tales of delivering *Spirit* to races in England and Europe. He took the boat on her own bottom from San Francisco to England — cooking on a hibachi on the cabin sole!

Folks looking for more information can read my story on the *Spirit* in the Sept./Oct. *WoodenBoat* magazine, issue #156. Hank Eason, who built some sisterships, knows more.

Brooks Townes
Weaverville, North Carolina

↑↓ 232 SCOWS BUILT FOR SAN FRANCISCO BAY

Among the more famous sailing craft designed specifically for San Francisco Bay was the scow schooner or square-toed packet. Inspired by square-toed packets in England and elsewhere, the San Francisco scow seems to have been a purely local design. Bay Area sailors all know the *Abma*, which is perhaps the last remaining of some 232 scows built on and for the Bay. Roger Olmsted chronicled these Bay workhorses in his beautifully illustrated book *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988). It is still available for only \$14.95 through the California History Center <http://www.calhistory.org/pubs.html>.

James Williams
Jazz pianist, sailor, historian
Spindrift, Cal 39 II (#105) 1980
Dog Days, Islander Bahama 28 (#9) 1981
Los Altos

↑↓ MERMAIDS ARE CUTE

How about the Mermaids — like my own *Mischief* — which were built in Denmark in the '60s for the Bay?

Tom Woodruff
Mischief, Mermaid
Northern California

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LETTERS

↑↓ RACING TUNAS DON'T HAVE REEF POINTS

I think the lowly 'Tuna' should be on that list of boats built specifically for San Francisco Bay. Although they were built in Southern California, they were designed in the East Bay by Gary Mull for San Francisco Bay conditions. The design is now 40 years old!

Note that along with the Birds and Bears, racing Tunas don't have reef points in their mains, and regularly sail in 25+ knot winds with the class jib. When it starts to blow, Santana 22s sort of hunker down and keep plowing ahead.

Pat Broderick

Proud Fish Owner

Elaine, Hull #245 (1967)

↑↓ AND FROM THE HISTORIAN OF THE CAPITOLA YC

Don't forget the Nightingale 24, the Wylie 30 Gemini twins, and the Sparkman & Stephens 33s *Spirit*, *Molly B*, and others.

Skip Allan

Capitola YC Historian

Skip — Well how about the Wylie Hawkfarm, for which your Wildflower was the prototype?

↑↓ HERE COMES THE SUN

How about the Sun boat? The one we had when I was a kid was built by Easom's Boatworks.

Tom Kirschbaum

↑↓ THE FATE OF THE SEA WIND

Reader Skip Edge recently inquired about the fate of the *Sea Wind*, the boat owned by Mac and Muff Graham when they were murdered by Buck Walker at Palmyra Atoll in 1974.

According to information I've seen, the Grahams' 38-ft ketch was sold by Malcolm's sister in 1978 to Ray Millard of Oahu. Millard apparently intended to do a major overhaul of the boat, but she ended up anchored off Millard's Pohakea Point home on Kaneohe Bay for about 10 years, not being sailed and falling further into disrepair.

In 1988, Millard apparently gave the *Sea Wind* to Alan Horoschak of Honolulu. By that time the boat was in very bad shape, and Horoschak apparently tried to sell her. That's the last information I have.

It's a shame, two people lost their lives for the possession of *Sea Wind*, yet she was basically junk less than 15 years later.

S. Sloan

San Diego

S. — We got pretty much the same report from Annie Sparks of that busy sailing port, Tulsa, Oklahoma.

But it's the old 'men and ships rot in port' business, which is particularly true with wooden boats in the tropics.

↑↓ I LOVE THE PHOTOS ON COLD, GRAY, WINTER DAYS

As for the reader who called 'Lectronic "drivel," don't give the dipstick the time of day. I love the photos of the Caribbean, Mexico, South Pacific — all the tropics. I really look forward to them on cold, gray, winter days. And, I can't wait to get back there.

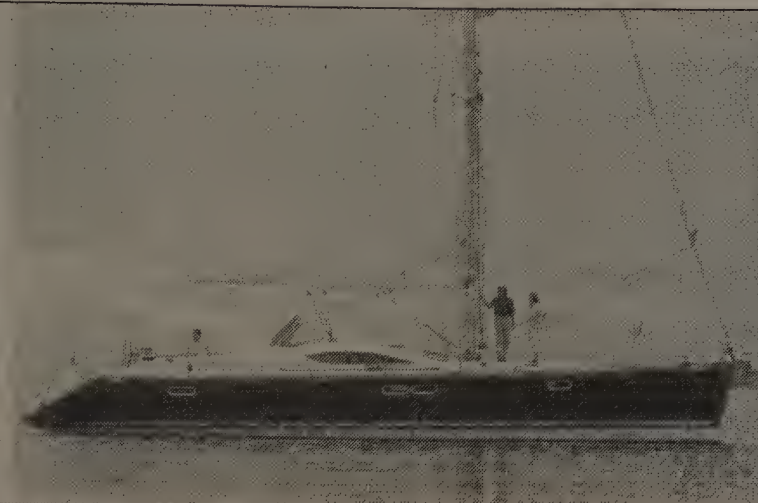
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Northern California

↑↓ 'LECTRONIC KEEPS ME WARM AT NIGHT

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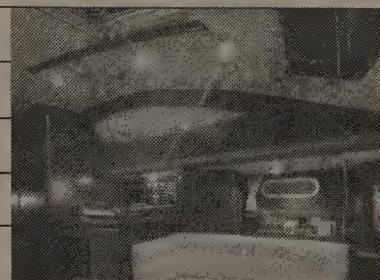
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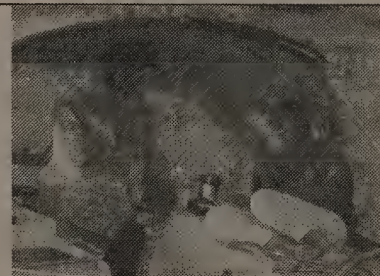
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LETTERS

Latitude. It warms my cold nights up here in Ontario, Canada — the great white north. At least I can look over Lake Superior and the harbor, where a few months from now we'll be sailing like mad during our short season.

But to the point — your online story about St. Barths was funny. The cost of things rant was good, especially this quote: "... but with the weak dollar making everything 30% more expensive, the prices are ridiculous. They are asking \$51 for the classic St. Barth T-shirt by Katy. Usually we would buy a couple each year. This year, it's none."

Wow, I never thought an American would ever say that. Being an avid windsurfer, I've made a few trips to Hawaii where the Canadian dollar was weak, and felt the exact same thing.

Jeff Earnshaw
Thunder Bay, Ontario Canada

Jeff — We're glad you enjoyed it, because when you write something, you never know who is going to like it and who might hate it. For example, the very next email we received was from Matt Petersen, who ripped *'Lectronic*, characterizing our reports on the relative buying power of the dollar in St. Barth versus in Mexico as "drivel." When we responded that we've gotten lots of positive feedback on such reports, he replied that he didn't doubt it. "Truth of the matter is," Petersen continued, "most people don't know good from crap — especially when it comes to journalism." Everyone is entitled to their own opinion, of course, and we want to remind all *'Lectronic* readers that we offer a triple-your-money-back guarantee for anyone who is dissatisfied.

But your point about having to deal with weak currencies is well-taken. The nice thing about being on a charter boat or your own cruising boat at very expensive places — no matter if it's the Med, St. Barth or French Polynesia — is that you can enjoy almost all that they have to offer at very little cost because you're mostly self-sufficient. Then, too, you have the option of chartering a boat or taking your cruising boat to less expensive places like Mexico, where the dollar is still very strong and prices are low. Mr. Petersen seemed very offended when we wrote that if someone wanted to feel like a billionaire, they should first spend a few weeks in St. Barths, then spend a few weeks in Mexico. But it's true, and, we thought, very helpful information.

↑↓NOT DRIVEL TO ME

I just read in *'Lectronic* that a reader criticized your reports from the Caribbean and Mexico as "drivel". This seems unfair to me. In my opinion, *'Lectronic* is ISO 9000-certified drivel-free. I look forward to your next installment from the tropics.

Mac McDougal
Babalu
Pete's Harbor, Redwood City

↑↓DIVINE MADNESS

As a marine professional — one who prepares wood, then applies varnish to so-called pleasure boats — I have written to the President of the American Psychiatric Association in the hope he will include a new mental disorder in the next edition of their psychiatric bible, the Diagnostic and Statistical Manual (DSM).

The little-understood affliction is called Recreational Boat Ownership (RBO). RBO is characterized by some anal retentive/obsessive-compulsive behavior, the use of strange words to describe common structures, objects, and actions,



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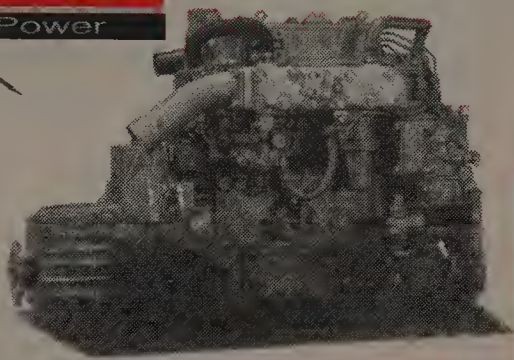
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ENGINE SALES

LETTERS

clearly illogical spending habits, and a nearly-perpetual state of denial. There is no known cure.

The obsessive-compulsive nature of RBOs is exhibited by their Sisipheon attempts to keep things "shipshape." It involves the anal retentive use of numerous — and sometimes noxious — liquids and solids to almost constantly clean and lubricate various boat parts. And RBO sufferers uniformly label boat parts with names even stranger than doctors call body parts. As a mental health professional, you'll be shocked to learn that to RBOs, a 'wall' becomes a 'bulkhead', a 'ceiling' becomes an 'overhead', and the toilet becomes, simply, a 'head'. Any group which sees their heads as toilets definitely needs help.

Sailboat owners — a subculture of RBOs — are among the worst. They constantly demonstrate classic passive-aggressive signs by not sailing directly into the wind but avoiding such a course with sly manipulations they call tacking. They become models of self-victimization — with traces of a persecution complex — when they encounter no wind. They call that state 'in irons'. And they show their grandiosity by terming bow platforms 'pulpits', and motorized yachts 'stink pots'.

Nowhere have I seen such mental illness as with the people who hire me to prepare and varnish their objects of dementia. Sure, after spending reasonable amounts of good money to have me carefully remove the old finish, finely sand the underlying wood and apply coats of high-quality varnish for an amazingly beautiful finish, they say things like "Great!" "Looks better than new!" and "You've got a true art for restoring neglected wood." But they're only fooling themselves. For at best, an RBO sufferer — like all mankind — can only temporarily conquer the elements.

RBO victims are not in total denial when it comes to their illogical spending habits. Many call their vessels "holes in the water into which you pour money." Yet they keep buying them. And they keep demonstrating their psychosis — their complete loss of touch with reality — by enjoying them. It's proof positive the whole lot is masochistic.

This is why I petition you to list RBO in your next edition of the DSM. At the least, it will make the millions of RBO sufferers eligible for medical benefits under the Americans with Disabilities Act so they can get help. Many have, instead, spent their last penny getting their latest RBO fix. For these clearly touched souls act out Plato's maxim, listed in his Dialogues, when he opined: "But what is man's logical reasoning, compared to the power of divine madness?"

Fredric Alan Maxwell aka 'Fred the Finisher'
Northern California

↑↓ GREEN FLASHES AND HALF SWALLOWING ANCHORS

In 16 years of cruising, we feel that we have seen only three true green flashes, meaning those that shoot up from the horizon and remain a brilliant green for several seconds.

Two of the times we saw these flashes was in 1990 when *Avatar* was hauled out at the Opeqimar Boatyard and we were staying in a nearby hotel. On two of the three nights we were there, we viewed spectacular green flashes from a balcony. In all the years since, we've only been blessed with one more, and that was while anchored at Las Aves, Venezuela.

On cloudless evenings with a flat horizon, we have often seen a small, dullish band of green as the sun goes down. Many fellow cruisers have called these green flashes, but we figure that they've just never seen the real thing.

We remember a magazine article from 20 or 30 years ago about a guy somewhere in South America who spent years watching and photographing sunsets to try to catch green

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Jim Reiher, the owner of the Swan 53 Sky, sent us this photo saying: "My UK sails sure have carried the load. Your sails are still going strong after: Two trans Atlantics, two Caribbean seasons, a season in the Mediterranean, a season in New England, the Swan Worlds, the Swan North American Regatta, Antigua Race Week, the Heineken Regatta, Rolex St. Thomas, the BVI Spring Regatta, and Block Island Race Week"

After looking at the photo carefully, we agree that everything is picture perfect.

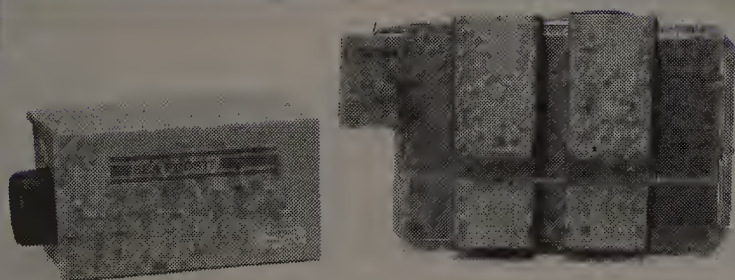
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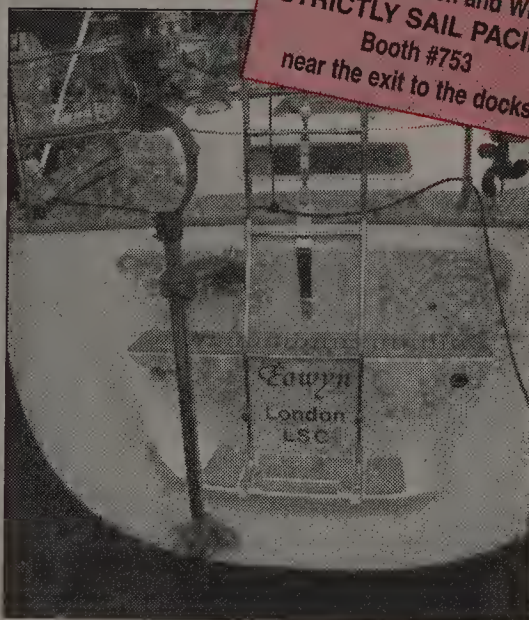
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LETTERS

flashes. He had indeed captured awesome green flashes. It sounds as though the article would have been in National Geographic, but we've searched their index to no avail. Maybe a *Latitude* reader knows about the article. If so, we'd love to hear from them at yachtavatar@yahoo.com.

In response to your impression that we'd swallowed the anchor, we only swallowed half of it. We initially cruised six years full-time, but started getting a little jaded and began missing skiing, which had been our principle pastime before we built *Avatar*. So for the past 10 years, we have lived and skied at Squaw Valley in the winter, and cruised the Caribbean aboard *Avatar* in the summer.

Because we cruise the Caribbean during the summer hurricane season, we stay way south, spending most of our time in the Las Aves islands of Venezuela, which we love. Eight of the winters we hauled *Avatar* for the winter at Power Boats Ltd., in Trinidad, and twice we left the boat in the water in Curaçao.

We're remodeling our home in Squaw Valley this summer, so we won't be aboard *Avatar* for the first time in 16 years. We wonder how we'll feel about returning to cruising after such a long hiatus. After all, *Avatar* will be over 17 years old and needs a lot of work. And we'll be 73 years old, and will probably need even more repairs!

George & Brenda Milum
Avatar, Mull Custom
Squaw Valley / Trinidad

George and Brenda — Very interesting about the green flashes. We don't think it's so much that there are 'true' green flashes and pseudo ones, but varying intensity flashes depending on the atmospheric conditions.

As for your cruising the Caribbean in the summer hurricane season and keeping *Avatar* in storage for the winter high season, that's pretty unusual, even though, summer cruising in the Caribbean is actually quite good — except, of course, if you get caught in a hurricane.

↑↓ "I'VE SEEN HUNDREDS OF GREEN FLASHES"

Many novices have trouble seeing their first green flash at sunset. But once they know what to look for, they see them more frequently.

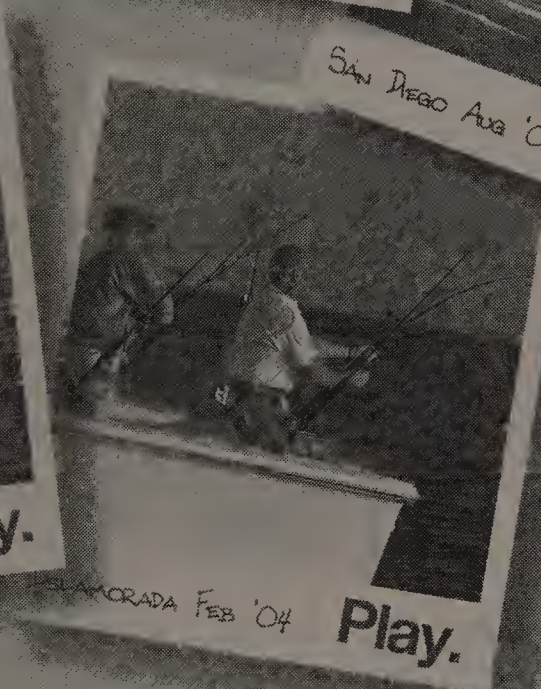
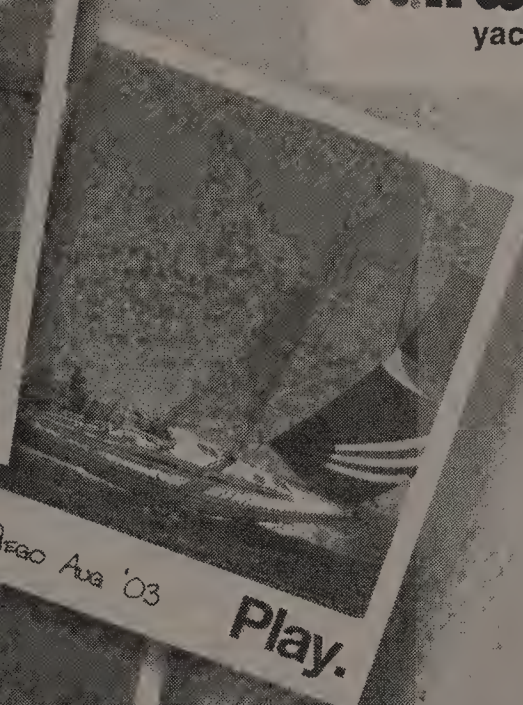
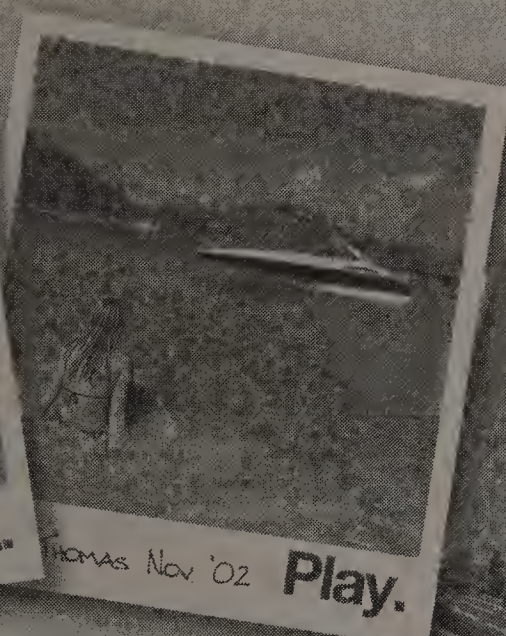
I know green flashes exist because I've seen them in the North and South Pacific, the North and South Atlantic, the Indian Ocean, and other places too. The point is, you can see them all over the world.

I've seen hundreds of green flashes, but my claim to fame is having seen two green flashes in one sunset. We were steaming — yes, steaming — up the coast of Chile in the '70s when the sun set with a green flash. Just then the vessel rode up the side of a long, moderate swell, and the sun peeked over the horizon again. As we slid back down into the trough, the sun set again, producing another green flash!

But wait, I've got something better — five green flashes in one sunset. It happened on some ocean or sea, on yet another motor vessel, I believe in the '90s. The sun disappeared behind a layer of clouds low on the horizon, then another set of clouds low on the horizon, and another and another for a total of four green flashes. To top it off, there was a final flash on the horizon! I yam what I yam, I saw what I saw, no B.S. And I don't do mind-altering substances because I find the world mind-altering enough.

However, perhaps my most memorable green flash occurred outside the Mosquito Bar in Bangkok, Thailand, in the '60s. That green flash was followed instantly by a star field that

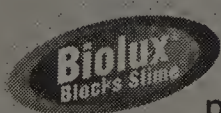
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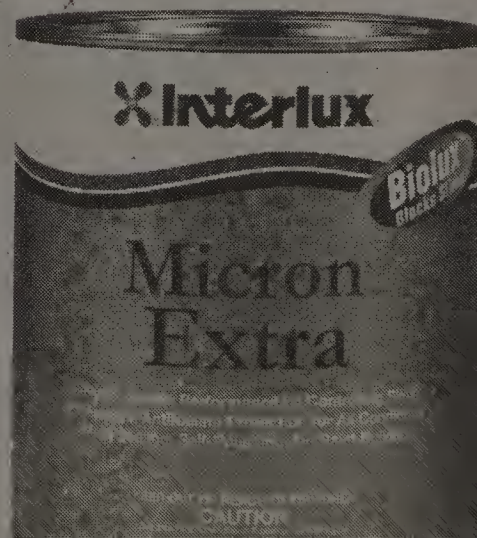
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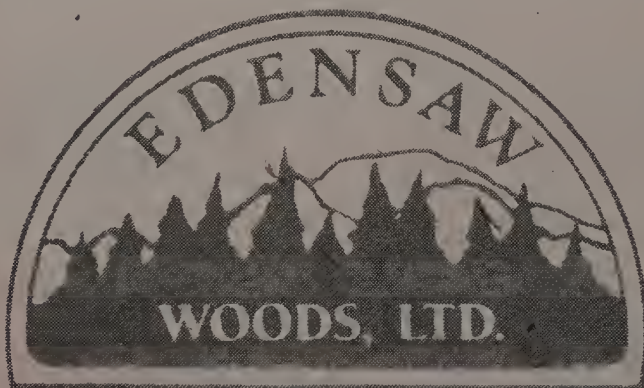
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LETTERS

I'm sure many sailors of the world have witnessed a time or two. I forget what I was drinking at the time.

P.S. I've also seen a St. Elmo's Fire, but oddly enough, never an Aurora Borealis.

Bob Hannah
Admiral Wiffy
Vallejo Marina

↑↓PIRATES AND CRUISING BOATS

In your January edition, you responded to a letter about my website about pirate attacks on yachts — www.yachtpiracy.org — and questioned my comments about safe and unsafe waters.

Is Cartagena safe? Yes it is — but not the surrounding waters.

Is Papua New Guinea safe? Although a few pirate attacks have been reported over the years, it is still a pretty safe place.

Is the border area of Nicaragua and Honduras safe? I said 'no' because of two lethal incidents of piracy in the Honduran Cays.

Is the southern part of the Gulf of Darien safe? I preferred to say "watch out for drug smugglers."

Areas of piracy change quite rapidly due to various reasons. For example, Guatemala's Rio Dulce was one of the most dangerous places to drop one's hook, but with the killing of a local gang leader, the situation is nearly back to normal.

Sailors interested in the safety of new areas should call their embassies, or even better, ask other sailors on SSB who have recently been there.

I totally agree with your comment that most of the sailing world is very safe. I ended the introduction to my book with a similar statement: "The sea is probably the safest place on earth."

Klaus Hympehdahl
Author, *Pirates Aboard!*
Düsseldorf, Germany

Klaus — We very much appreciate what you're trying to do, but again wonder if it isn't an impossible task and maybe even counterproductive.

For one thing, cruisers frequently don't report such crimes because there is nobody to report them to, because they don't speak the language, or because they've been killed.

We also worry that your little bit of knowledge can be a dangerous thing when it comes to declaring places safe or not safe. For instance, you say Cartagena is safe. But it wasn't safe for San Diego's John Haste a little more than a year ago. Armed robbers put a hood over his head, then stole the electronics and other valuables from his cat Little Wing.

You claim that the border between Nicaragua and Honduras isn't safe because of two incidents. You didn't specify that those incidents occurred on the Caribbean coast. We've never heard of any problems on the Pacific Coast in the Gulf of Fonseca where there is also a Nicaraguan-Honduran border.

As for warning cruisers in the Darien part of Panama to "watch out for drug smugglers," you might as well say that about the entire Pacific and Caribbean region between South America and the United States. Is it all not one giant conveyor belt of illegal drugs?

In addition, are cruisers to believe that the places you haven't mentioned as dangerous are safe? They shouldn't, because we're aware of a number of incidents that you apparently aren't aware of.

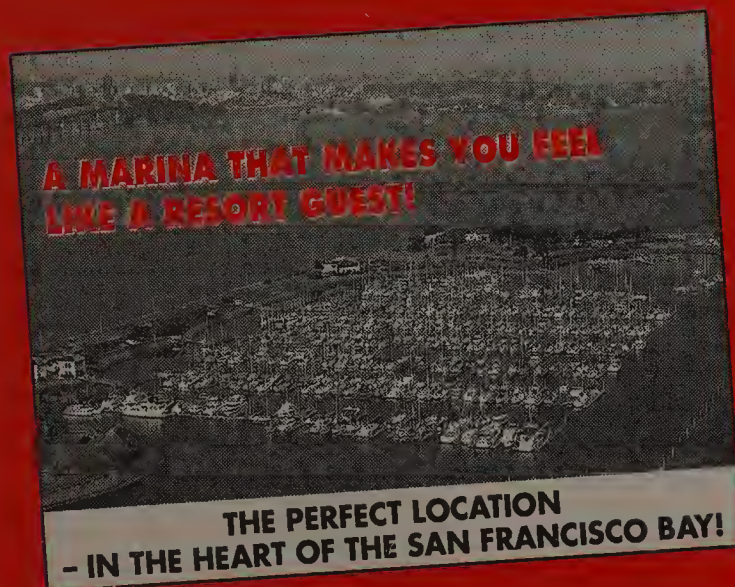
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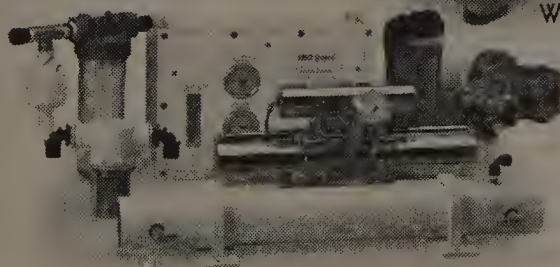
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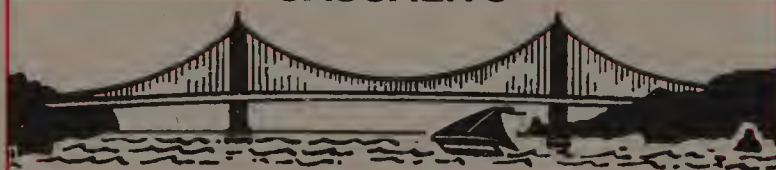


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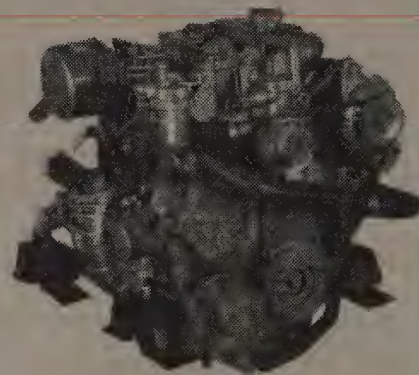
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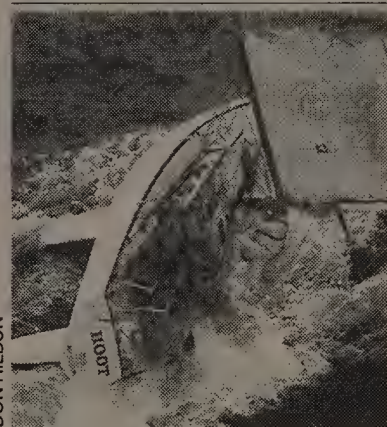
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LETTERS

contact a country's embassy to determine whether a place is safe or not. Those folks know nothing about the cruising environment, and in any event often seem to be the last to know what's going on. On the other hand, we wholeheartedly endorse your suggestion that cruisers seek out the opinions of other cruisers — via SSB nets and other means — who have been to places they plan to visit. While imperfect, the cruisers' old 'coconut telegraph' usually seems to be the best source of semi-reliable information.

HOOT AND STUFF

In the February 4 *'Lectronic*, you mention that you think you ran the photo sequence of the Olson 30 *Hoot* crashing hard under the Golden Gate Bridge in *Latitude 38*. I can confirm that you did run the sequence — I think in the fall of '95 — as I was searching for a one-design keel boat at the time, and was seriously considering an Olson 30. Until I saw those pictures, that is. I decided I didn't want to be doing what was depicted



DON HILBUN

"I was thinking about buying an Olson 30 until I saw this photo."

in the photos. So I bought a Santana 35 — and later learned that you can do the same trick on that boat. And on an Express 37. And on a Beneteau 40.7. And pretty much on any keelboat.

In any case, I just thought I'd provide backup for your memory cells, as it must be hard to remember everything that has ever happened in Bay Area sailing.



BRENDAN BUSCH

"Shooting down the coast on the TP 52 'Flash'."

My Santa Cruz 52 *Isis* has ended her exile in Mexico, and made it to her new home at San Francisco's South Beach Harbor yesterday. I took the accompanying shot during a rig inspection as we left Ensenada Harbor. I'd actually made the trip down the coast to get *Isis* while helping deliver the TP 52 *Flash* from San Francisco to Marina del Rey. Having

had perfect winter sailing in 20 to 30-knot winds from the northwest, we did it in just 36 hours. See the second accompanying photo.

I'm looking forward to getting *Isis* out on the Bay. But Baba and I hope to sail *Isis* in the Ha-Ha again this fall. I've heard

that some other big boats — an SC from Portland, and Doug Storkovich's new Andrews 56 — may join as well.

Brendan & Baba Busch
Isis, SC52
La Honda

Brendan & Baba — Let's see, about 175 photos an issue, 12 issues a year, and this being our 28th year, that would mean we've published about 55,000 photos. Given the fact that we probably only publish one out of every 50 photos we take, it's

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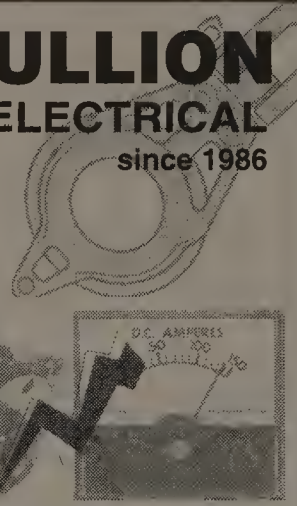
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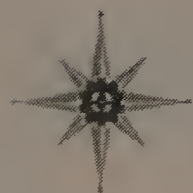
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no wonder we can't remember all of them. So we do appreciate your help.

As for the Ha-Ha, the owner of the SC52 Natazak mentioned that he's planning to do the Ha-Ha this fall also, so there could be a group of SC52s once again. Speaking of the Ha-Ha, we're told that people are already requesting information about this fall's event. The Ha-Ha is in complete hibernation until the late-October event is announced in May, so please hold back until then.

↑↓ GEMINI CATAMARAN RAFT-UP

A number of local Gemini catamaran owners are planning a pot-luck BBQ and raft-up at Angel Island on Saturday, April 9. We're hoping to gather as many Geminis — including classics, 105 MCs, and 3400s. If you're going to attend what we hope will be an annual event, bring something to BBQ and something to share.

Rich Kerbavaz
Gemini 105, #715
saile4@msn.com

↑↓ MORE OF A MESS IN THE ALA WAI

In the State of Hawaii's infinite wisdom, they have decided to evict all of the folks — including us — using temporary slips in the Ala Wai Yacht Harbor in Honolulu. They are doing this in order to make room for the Waikiki YC member boats while that club replaces a dock.

This wouldn't have been a problem if the state had been funding proper marina maintenance for the last 10 years. Because it hasn't, the jam-packed Ala Wai has lost more than 130 slips — and is losing about \$300,000 a year in slip fees. They've lost a similar number of slips and annual income from the Keehi Harbor/Lagoon near the airport for the same reason. The big winner from all this has been the privately owned Ko Olina Marina in a resort development in Kapolei. Despite being four times more expensive, it's completely full, in part because boats have had to move out of the Ala Wai.

What has the state suggested that those of us in temporary slips do? Live at anchor under the flight path of the busy Honolulu Airport for the next couple of months. We appreciate their gesture, but it would impose a major and unnecessary burden on us.

To protect our interests and prevent our eviction, we have created the Displaced Boaters of Ala Wai Harbor (DBAWH). Our members — who include students, business people, and retired folks — are boating enthusiasts who have come to Hawaii from the mainland to enjoy the Hawaiian lifestyle and ocean recreation.

We members of the DBAWH have a complaint and a solution to the problem.

Our complaint is that the Ala Wai Yacht Harbor, without notice by the Hawaii State Division of Boating and Recreation, has executed what we believe is an inappropriate agreement with the Waikiki YC that has resulted in the non-renewal of DBAWH members' Temporary Mooring Permits. The state Ombudsman's office and Attorney General's office are looking into the matter at this time.

Our solution is this: Of the 18 slips needed by the Waikiki YC, four are already open and available, so we're down to needing 14 berths. Four Temporary Permit boats that I know of are leaving on passages within the timeframe required, which puts the number needed down to 10. One boat has secured a slip in a private marina near the airport. If we turn the vessel at the end of 800 row from a side tie to a Med-tie, we free up three additional slips, putting the slip deficit



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at six. The Hawaii YC has suggested changing to a Med-tie temporarily, potentially opening up four more slips, putting the deficit at just two. And two Waikiki members have offered to use moorings at military facilities, which would eliminate the deficit completely. All it takes is what we at the DBAWH would call public-private cooperation.

Jud Lohmeyer, *Geronimo*, Golden Wave 42

Michael Baldacchino, *Just Dessert*, Wauquiez MS 45

Readers — One reason why the Ala Wai has been falling apart has been the long history of ridiculously low slip fees. According to Lohmeyer, it's \$160 a month for a 40-footer, or just \$4/ft/month.

The last time berth rates of all the marinas in the San Francisco Bay and Delta area averaged \$4/ft/month was 20 years ago, and that included all the second and third tier marinas far from the Central Bay. Marinas such as Santa Cruz, South Beach, Pier 39, Jack London and Loch Lomond, currently all charge at least \$8/ft/month — or double what the Ala Wai charges. Slips along the prime Sausalito waterfront go for between \$10 to \$16/ft/month, or 250 to 400% of what's charged at the Ala Wai.

Our recommendation for the Ala Wai and all the other state run marinas in Hawaii? Give a private company a long term concession to run and reconfigure the marinas, allow them to charge market rates, but require them to also make adequate provisions for surfers, land fisherman and rowers, as well as joggers and walkers. It's high time the Ala Wai be transformed from a dump to the gem of marinas in the Pacific.

↑↓GOOD AND BAD GEAR

In your recent article about Randy Repass and his new boat, the West Marine founder stated that he was interested in getting feedback from cruisers on what works and what doesn't work. I'd like to congratulate him on his new boat, and take him up on his request for feedback.

For the last 11 years, I have been cruising full-time aboard my 20-year-old Finnish built Sirena 38 Hawkeye. During this time, I have sailed my boat to Mexico, Central America, Panama and Ecuador. In addition, I have crewed on other boats to the Marquesas, Tuamotos, Tahiti, the Cook Islands, Tonga, Fiji, and the Galapagos Islands.

While I appreciate that most of West Marine's customers are weekend sailors, those of us who are bluewater cruisers are looking for equipment that is top-quality rather than the lowest price. For us it's no consolation to be told to return broken gear for replacement, because stuff always breaks in remote places. That said, I would like to submit the following observations to your review team:

Safety Gear — What Was Good

1) Pains-Wessex SOLAS Parachute Flares. These are expensive but worth every penny. Years after they have expired, I have fired them off for July 4 celebrations and found that all of them worked perfectly. Based on this experience, I now keep expired flares indefinitely as spares - or even, as some have found, to repel boarders!

2) Paratech Sea Anchor. This is a very-well made piece of equipment. Although we have not used it in heavy weather yet, it deployed and performed as claimed during a trial run in lighter conditions.

Safety Gear — The Bad

1) SOSpenders Life Vest. After years of being stored in a dry locker, the oral inflator on my SOSpenders fell apart when I tried to test inflate it. The glue had completely deteriorated. This should not happen with such an important piece of safety



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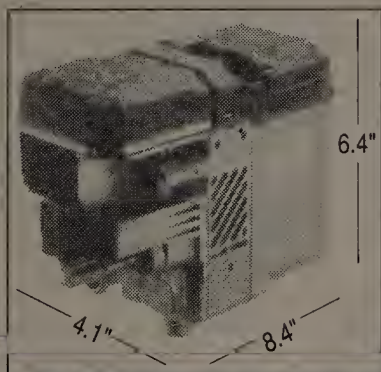
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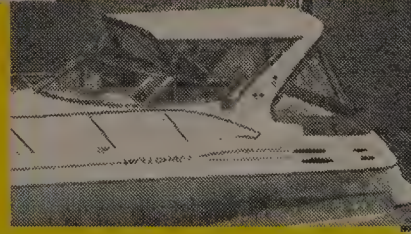
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equipment. When I returned it to SOS, they told me it was not repairable.

2) Lifeline Netting, sku 119677, page 912 of the West Marine catalog. This woven netting, advertised as "rugged", is far too flimsy for this use and it only suitable for stowing gear on the inside of a boat. I purchased this netting to replace the West Marine netting that I had installed eight years before, which was of a much better quality. This is a safety item, which should not be compromised.

3) Ray Marine 101 Handheld VHF radio. This radio was advertised as "waterproof". It is not. It quit working immediately after getting wet. I returned it to Ray Marine under warranty. They sent me a brand new unit, but ignored my request for an explanation for the failure. The new unit appeared to be identical to the old. I immediately sold the new radio and bought a Standard VHF HX350 handheld, advertised as "submersible". We shall see.

A VHF radio is an essential piece of safety equipment in emergency conditions. Incidentally, the battery on the Standard failed after about one year. I was offered a replacement battery for the price of \$149 — almost the cost of a new radio! I now use only the alkaline batteries (the radio has a holder for 6 AA batteries), and install a new set for each passage.

Other gear — The Good

1) Alpenglow Cabin Lights. These beautifully-made fluorescent lights are not only elegant and efficient, but have switches for high and low power, and red or white light. Most importantly, they do not interfere with electronic equipment. Pricey, but well worth it.

2) Garhauer Hardware: This is excellent, rugged, inexpensive equipment. I bought a Garhauer rigid boom-vang for about one-third of Forespar's price.

3) Shadetree Awning: This well-made awning is rugged and provides excellent shelter from the tropical sun or tropical downpours. Again, pricey, but worth it.

4) AquaPro RIB inflatable dinghy. This boat, built in New Zealand, replaced my worn-out, nine-year-old Avon 2.85 Roll-away last year. It is a well-built, seaworthy boat, and is about 40-lbs lighter than the competition thanks to its aluminum construction. (The latter makes a big difference when hauling the boat up a beach or onto a foredeck.) I imported the boat directly from New Zealand into Panama, and the price was competitive even when shipping was included. Despite two requests, Avon U.K. never gave me a quote for a new Avon inflatable.

Other Gear — The Bad

1) Dinghy Motor Lock, sku 350074, page 354 of Port Supply catalog. This item, well-designed in most respects, rusts within weeks of being exposed to seawater. The blue vinyl coating, so attractive in the showroom, does not protect the metal at all. I know — I have owned several of these locks.

2) Wine Goblets, sku 2127207, and page 889. These attractive, stainless steel goblets are advertised in the catalog as "unbreakable". They are not. All four of the ones I bought have broken, with the bowl separating from the stem and/or the stem separating from the base. Despite frequent repairs with Marine Tex, they continue to fall apart.

3) ICOM 402 VHF Radio, sku 1972868, and CommandMic, sku 1972611, page 70. I bought this radio to replace the excellent M80 I had owned for years, mainly for the DSC feature on the new models. The transmitted sound quality was very poor, and I exchanged the radio for a new one at West Marine. This one had the same problem. I was told that the technicians had determined that the radio was "within

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specs". Also, the insulation on the Command Mic cable deteriorated after only two years, making the "submersible" claim inappropriate. The Mic and the cable were also replaced under warranty.

4) Sandals: I bought a pair of Chinese-made sandals at West Marine for \$19.99, mainly as an experiment. They fell apart after three months. When I returned them, I was told that West Marine no longer carried that model — surprise! — but that I could "trade-up" to another Chinese sandal, listed for \$29.99, for no extra charge. Fair enough, I thought. They fell apart after less than six month's use. This time, determined to get decent 'Made in USA' quality, I exchanged them for a pair of Teva sandals, marked down from \$70 to \$50. (I paid the difference between \$29.99 and \$50.) After I returned to my boat in Panama, I found to my dismay that these so-called 'Tevass' were also made in China! These sandals have fiddly little adjuster straps that keep coming loose. My next sandals will be rugged, Velcro-strapped 'Made in USA' Tevas — even if they are more expensive. I have had it with cheap, Chinese-made knock-offs.

5) Caulking Compound: Over the years, I have used many tubes of polyurethane caulking compound, such as 3M 5200 and 4200, and those marketed by West Marine under its own name. I realize that once a tube has been opened, it should be used as soon as possible. What I find unacceptable is the short shelf-life of even unopened tubes of these compounds. The tubes should be stamped with the date of manufacturer so that the cruising sailor can avoid the frustrating experience of finding the compound completely cured inside the tube before it has even been opened.

6) Garmin GPS: Over the last 10 years, I have owned a Garmin 65, 45XL and currently a 48. These units have been very satisfactory — except that the screens are hard to read in strong sunlight — with intuitive controls and fairly good manuals. I had planned on upgrading to a Garmin 76 — until a couple of cruising friends bought this unit. Both friends asked me to help them figure out how to input waypoints, and how to navigate using them, based on instruction from the manual. To my chagrin, I had great difficulty doing so. This unit is *not* user-friendly for navigation, and the manual is atrocious. I will not be buying this unit.

7) Lifeline AGM batteries. Within six months of installing these expensive batteries, the amp-hour capacity appeared to be well below that claimed. I performed a 20-hour discharge test and confirmed that the capacity was almost 40% below that claimed. A telephone call to Lifeline confirmed that the batteries were sulfated! The manager at Lifeline insisted that the batteries must be recharged to 100% after each discharge, a completely unrealistic requirement for a cruising sailboat. (I normally discharge to 50% of claimed capacity and recharge to 85%, as recommended by many experts.) A fellow cruiser, an electrical engineer, confirmed this problem, and knew of five other boats with the same problem with AGM batteries. He recommended gel-cells.

Again, I thank Mr. Repass for taking the time to review these comments.

John Kelly
Hawkeye, Sirena 38
Seattle / Central America

John — Interesting report. During a conversation with Chuck Hawley, West Marine's Tech Expert, we learned that he'd been assigned to check the claims made about the water resistance and submersibility of various brand VHF radios. The results to date? Not good. Not very good at all.



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LETTERS

We suppose this would be a good opportunity to let everyone know that West Marine Founder Randy Repass will be the one of the two guests featured at the business luncheon fund-raiser at the Siena Hotel in Reno on April 1, titled *Personal Dreams and Business Reality*. It will be at noon, with a question and answer format. That evening, Repass and the other guest will give post dinner talks on their "adventures on the ocean".

The other speaker? We suppose that would be us, the founder and publisher of *Latitude 38* for the last 28 years.

Both programs benefit Sierra Nevada Community Sailing. For further information, visit www.nvs.sailing.org. Or call 775-852-2320.

↑↓AND WE THOUGHT IT WAS COLD IN THE BAY AREA

Here is a photo of Anna Viniegra, the Winter Commodore of the Ross Island YC here in Antarctica, and myself, posing with our burgee and a copy of *Latitude*.

There hasn't been a lot of boating activity here this year, as the Iceberg B-15 keeps the McMurdo Sound ice from going out this summer. It's my first time in Antarctica, and truth be told, I don't think there has ever been any boating activity here other than the annual arrival of the re-supply ships and



JOHN DeFOE

John DeFoe and Commodore Viniegra in Antarctica with the latest copy of *'Latitude'*.

the icebreakers that get them in.

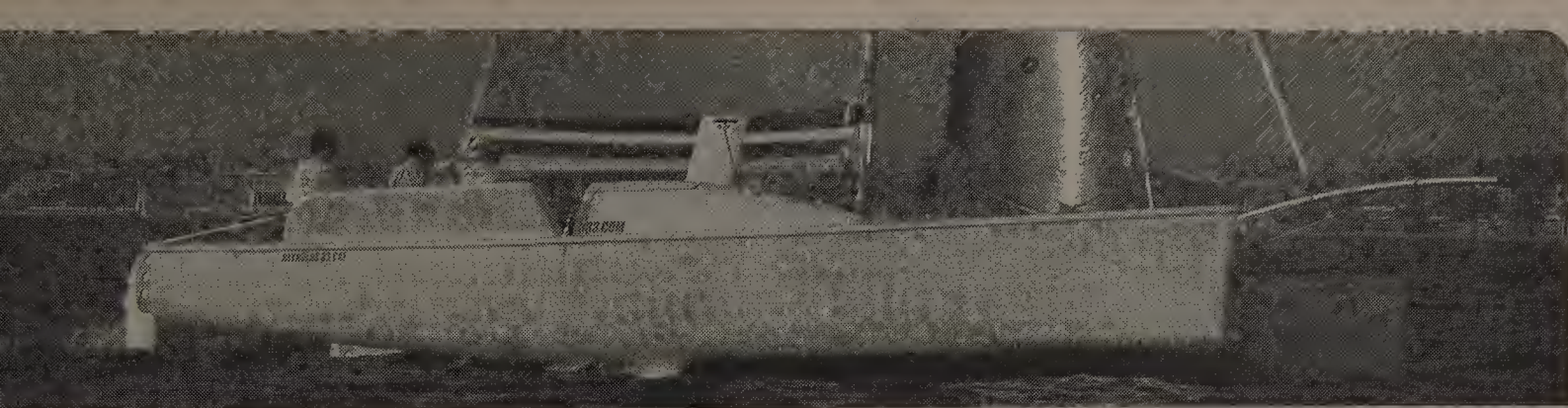
With a maximum of about 1,000 people here, naturally there are a number of sailors and powerboaters. The Ross Island YC meets once a month to discuss all things nautical. At our January meeting we were honored with a visit from the captain of the Coast Guard Icebreaker *Polar Star*.

Thanks for forwarding the *Latitude* to me. It's always a pleasure to read as it's the best sailing mag there is.

John DeFoe
Antarctica

John — Thanks for the kind words. We don't know exactly what it is you people do down there, but we're pretty sure it has to do with the 'big picture' rather than day-to-day concerns. So we're glad you're doing it.

We are often swamped with letters. So if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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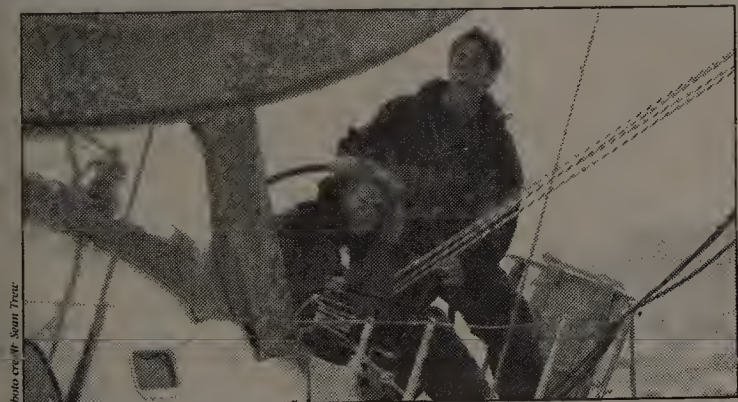
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Olympic gold-medalist and skipper of Mini Transat participant Team McLube



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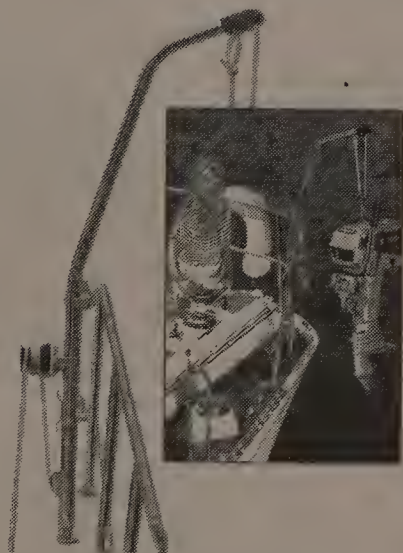
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LOOSE LIPS

First kiss.

A few months ago, we ran a photo of some folks kissing in the surf in Mexico. For reference's sake, we also ran the



famous photo of Burt Lancaster and Deborah Kerr doing their famous surf smooch in *From Here to Eternity*. And we announced a contest for readers: the couple who could come up with the best (G-rated, please) kiss in the surf — in other words, the one most like Burt and Debbie's — or the best 'freestyle' kiss (again, all clothes on and no touching below the belt — we're a family mag, here!) would be eligible to win cool prizes, which we haven't thought of yet.

Anyway, we finally received our first entry. It's from Bear and Roo Hornady of Pacific Grove. That's them above, wearing wetsuits because the water in Otter Cove, Monterey, was 53 degrees at the time. "Our neighbor took 20 exposures and we washed in and out of the cove until Roo was just lying pasty-faced on my chest," notes Bear. "We think we'd last longer in Halona Cove, Oahu." (Halona Cove is where the *Here to Eternity* shot was filmed.)

The gauntlet has been thrown, folks. We're seeing a lot of points here in both style and tenacity — and Burt and Deb sure didn't have any dang kelp to deal with!

Think you have what it takes to do better? Forward entries to 'Here to Eternity Kiss-Off', *Latitude 38*, 15 Locust Ave., Mill Valley, CA 94941, or email them to editorial@latitude38.com. We'll announce the winner(s) in December.

Want to sail in the America's Cup?

John Sweeney, Sailing Manager of the Sausalito Challenge for the America's Cup, has a crew position available. For a 'participation fee' of \$13 million, the right applicant will be part of the 17-man crew which will sail his syndicate's entry in the next America's Cup series, which begins late next year. So far, Sweeney claims to have received interest from a rapper, a sheik and a soccer player. As usual, he refuses to release any names, so for all we know Jay-Z is the interested rapper. You may recall that Sweeney was also the one who put primary sponsorship for the challenge up for auction on eBay. When you're not a billionaire, you have to be creative trying to finance your challenge. Sweeney's unusual methods have elicited praise from Dennis Conner, another non-billionaire who would like to do the America's Cup again.

Eight bells.

* Jerry Barr, Commodore of the Hawaii Yacht Club and a great friend to cruisers, passed away aboard his boat on February 19. No further details were available at presstime.

* James Van Dyke, one of the founding members of the Stockton Sailing Club, a former Commodore and one hot Bird Boat sailor back in The Day, died January 29. He was 84.

Our condolences to both families.

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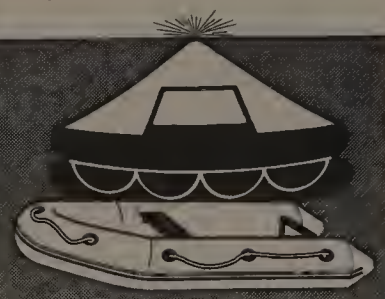


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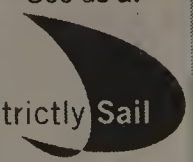
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SIGHTINGS

transpac '65 — one of the greats

Every TransPac since the very first one in 1906 has been memorable. Some more than others, of course. Was there a greatest one? We're not going out on that limb. But with the Centennial edition of this West Coast classic coming up this summer, we thought it was time to tee up the story of one that would certainly have to be considered among the all-time top five: the 1965 TransPac. Step aboard as Skip Allan takes us back to the end of one era and the beginning of another, when old and new came together one more time for the stretch run of the ages down the Molokai Channel . . .

Forty years ago seems like yesterday in recalling the epic stretch duel between *Stormvogel* and *Ticonderoga* to finish first and set a new course record in the 1965 Transpac Race from Los Angeles to Honolulu.

Five big Class A maxis figured to be in the race for the Barn Door Trophy that year, and they were an interesting study in contrasts. *Kialoa II* and *Audacious* (ex-*Windigo*) were both classic S&S 73-ft yawls, though Jim Kilroy had removed the mizzen of his new *Kialoa* for this race.

continued on outside column of next sightings page

shredding

These days, it seems like the spray has barely settled from one amazing round-the-world sailing event before another is underway. Here, in more or less chronological order, are snapshots of some that ended or began in the last month or so.

Vendee Globe — Frenchman Vincent Riou sailed the Open 60 *PRB* across the finish line off Les Sables d'Olonne, France, on February 2 to win the sixth edition of the Vendee Globe, the nonstop, singlehanded round-the-world race, which started in the same place last November 7. He also set a new record for the event, circling the globe in 87 days, 10 hours, 47 minutes, which beat the old mark by more than five days. (Amazingly, *PRB* is the same boat on which Michel Desjoyeaux won the previous [2000-2001])



the oceans

edition of this race.) A few hours later, countryman Jean Le Cam aboard *Bonduelle* claimed the second spot, and a day or so later British ironman Mike Golding took third, with — get this — no keel. That rather critical appendage had parted ways with the 60-ft *Ecover* about 50 miles from the finish, but Mike shortened sail, loaded up his ballast tanks and sailed her in.

Twenty boats started the Vendee back in November. Seven dropped out or were disqualified along the way. The remainder of the 13 officially entries were still trickling in as we went to press. Bay Area entry Bruce Schwab aboard *Ocean Planet* was due to finish on February 24 or 25. Despite his ninth place finish, Bruce was

continued middle of next sightings page

one of the greats — cont'd

Serena was a magnificent 83-ft Alden schooner that was all overhang and sail area, and sported a new gollywobbler that was the biggest sail, acreage wise, in the fleet. Then there was the four-year-old light-displacement *Stormvogel*, Cornelius Bruynzeel's 72-ft ketch from South Africa. Finally, Bob Johnson's beautiful 72-ft ketch *Ticonderoga* of *Lahaina* was the sentimental favorite.

Johnson, an Oregon lumberman, had chartered *Big Ti* for the '63 Transpac, and liked her so much he bought her "as is, where is" for \$55,000 in mid-race during a protracted radio call to the vessel's owner. *Big Ti* finished first in '63, and immediately thereafter Johnson began a refit that saw such cruising amenities as the bronze bathtub removed from the interior. When completed, *Ti* retained her classic good looks, from clipper bow to hand carved transom. But she was now thousands of pounds lighter and sailed by a talented and veteran crew loyal to both Johnson and the boat.

The Transpac start on July 4th, 1965, was hot and hazy. But as the westerly seabreeze filled, the big boys picked up their heels and reached the West End of Catalina on a record pace. *Kialoa* was first around, followed 10 minutes later by *Audacious*. *Ticonderoga* found a wind hole,

and was the last Class A boat to round Catalina. But soon, *Ti* was able to put all that waterline to use and slowly overhauled the leaders by logging a steady 11 knots on a close reach.

As the wind increased past San Nicolas Island, *Ti*'s crew became concerned for the 9-foot bowsprit. Lateral forces generated by a large overlapping reaching jib were causing alarming creaking and groaning noises in the forepeak, so the crew hastily changed down to the #3 yankee and working staysail, and the stress was much reduced.

By July 6, *Stormvogel* was reporting a six mile lead over *Kialoa* and *Ti*, with *Serena* and *Audacious* 20 miles farther back. However, it must be remembered that in 1965 all navigation was celestial and DR, and with roll call at 0800, only those navigators who took morning stars really had an accurate fix on their positions. This was later to play a significant tactical role in the finish of the race.

On July 7, large ocean swells from the south heralded the approach of tropical storm *Beatrice*, and the Weather Bureau forecast *Beatrice*'s track to cross the leader's path. On the afternoon of July 8, a crew member was hoisted aloft on *Ticonderoga* for a look around. The news he brought to the deck was sobering: *Stormvogel* was clearly visible about 8 miles astern. More importantly, there looked to be a hurricane "bar" to the south.

At this point, I quote from a letter Bob Johnson wrote to L. Francis Herreshoff, *Ticonderoga*'s designer, at the conclusion of the race:

We turned down, 1,000 miles from Honolulu, hoping to sail the edge of the tropical storm. We figured we were, in the northwest to westerly quarter of it, and that its counterclockwise winds would supplement the normal 12 to 15-knot trades. We were right. The wind built up to 50 knots dead aft. That's when we hit our 20-knots-plus. The surfboarders say that they get 'locked in' on a wave. That's what we did. We flew a 4-oz. Dacron storm spinnaker of about 60% area and a full main, no reefs, mizzen sails furled. We 'locked in' twice on two giant waves and the speed indicator banged up against the pin — 20 knots plus we didn't know how much — and the old *Ticonderoga* stayed

continued on outside column of next sightings page

The legend lives on — 'Ticonderoga' at the Antigua classic regatta a few years ago.



SIGHTINGS

one of the greats — cont'd

with the wave. The crew were like maniacs, like dope addicts. The water flew off the bow like a PT boat. Finally she'd break in a smother of foam. At least once, the spinnaker, instead of pulling, was plastered against the mast. I've heard about the old ships 'sailing under.' Is this the way you do it? If it is, we just about made it. Finally, the 4 oz. spinnaker exploded into confetti, and the main ripped from luff to leach halfway up, and the madness was over."

It was midnight, and the damage aboard *Ti* was significant. The spinnaker pole track on the wooden mast had ripped off, shooting the 300-pound, 34-foot spinnaker pole like a giant arrow through the mainsail. The storm spinnaker went into orbit. In the 50-knot winds, the boat continued to run under bare poles at 8 knots. The mizzen was hoisted, and the speed went to 10. Sailmaker John Rumsey led the crew in unbending the main and getting it down below, where they spent the night and the following day stitching things back together. The rest of the crew, secretly fearing the race was lost, shackled and lashed the spare spinnaker pole to the mast with a sort of charm bracelet composed of cable clamps and jib track cars. As tropical storm *Beatrice*

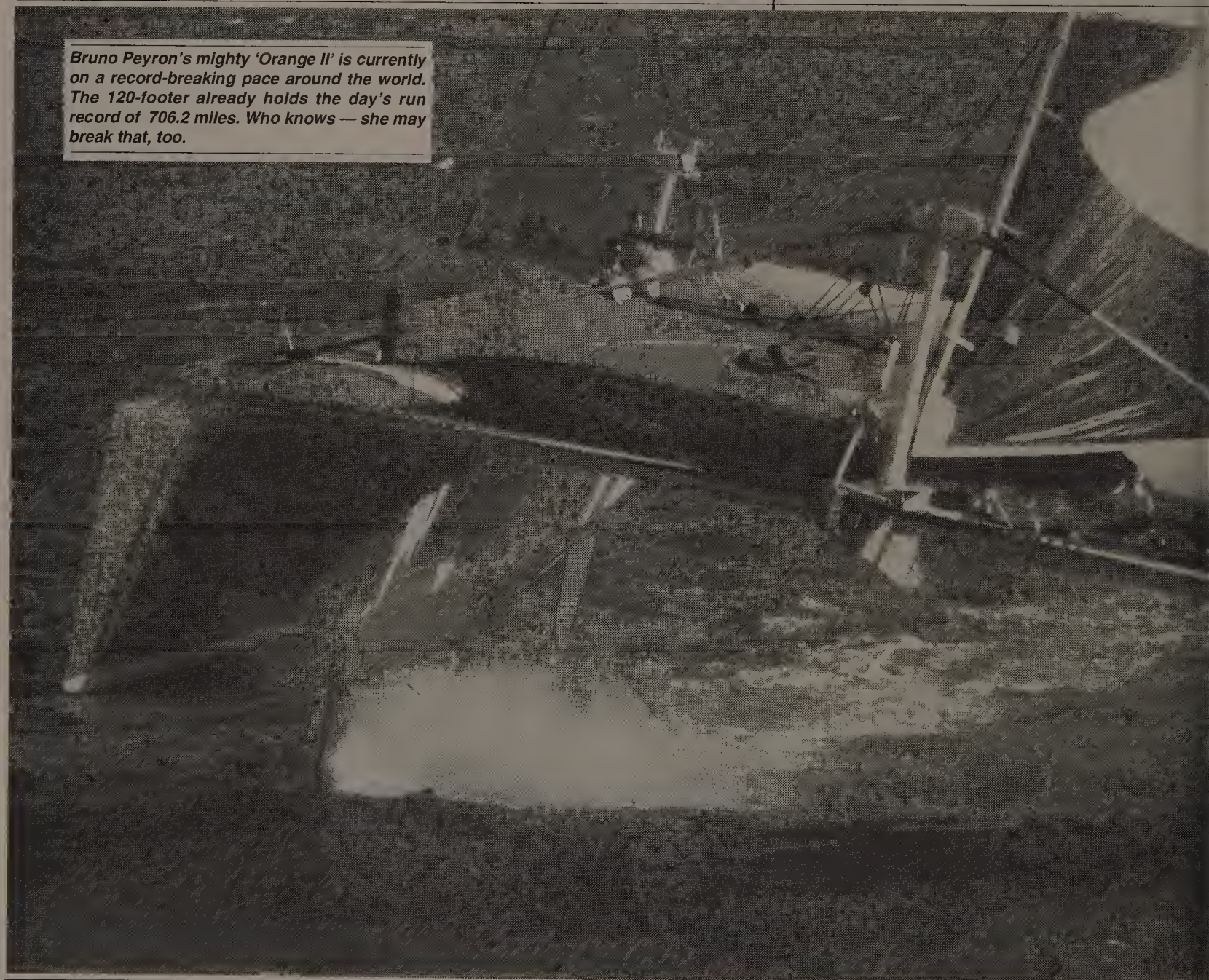
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shredding oceans

ecstatic about becoming the first American ever to have officially completed a Vendée. (www.vendeeglobe.fr/uk.)

Ellen MacArthur — Five days after Riou finished the Vendée, solo sailor Ellen MacArthur finished her solo roundabout. This one was against the clock — or more specifically, the solo round-the-world record set by Frenchman Francis Joyon last year aboard the 90-ft trimaran *Idec*. Ellen was sailing the built-specially-for-her 75-ft trimaran *B&Q*. Though she actually fell behind *Idec*'s pace a few times and experienced gear problems and severe sleep deprivation, she bettered Joyon's mark by more than a day. The new, absolute, solo round-the-world record — male or female — is now 71 days, 14 hours, 18 minutes, an average of 15.9 knots. By the time you read this, Ellen,

Bruno Peyron's mighty 'Orange II' is currently on a record-breaking pace around the world. The 120-footer already holds the day's run record of 706.2 miles. Who knows — she may break that, too.



— cont'd

who is only 28, may have been knighted (and forthwith becomes a 'Dame', the female equivalent of Sir) — reportedly with the same sword used to bestow knighthood to Sir Francis Drake. (www.teamellen.com)

Orange II — Not long ago, French multihull legend Bruno Peyron remarked that when he gave the okay to build the three 110-ft sistership catamarans for 2000's The Race, the boat he *really* wanted was a bigger, more powerful 120-footer. Now he has her and he's putting his money where his mouth is. From the moment she departed Ushant on January 24 on a crewed record attempt on the traditional Jules Verne course, *Orange II* has annihilated every record for every segment of the dash so far, including all pas-

continued middle of next sightings page



GILLES MARTIN-RAGET

one of the greats — cont'd

passed, the wind clocked more to the south, and *Ti* was able to continue under jib top, staysail, patched up main, mizzen staysail, and mizzen.

For the next two days, *Stormvogel* maintained radio silence during the optional roll call. A hundred miles out of Honolulu, it was certain that *Ti* was still ahead of *Kialoa*, *Audacious* and *Serena*. But where was *Stormvogel*? At 1300 hours on July 13, *Stormvogel* broke out of a rain-squall 3 miles to leeward and dead abeam of *Ticonderoga*. It was going to be a horse race to the finish! Bob Johnson, an excellent celestial navigator, knew that the finish bore dead ahead at 227 degrees. But *Stormvogel*, flying a spinnaker, was surfing faster and looked unbeatable, even though her main boom appeared to be broken.

By 1800, *Ti*'s crew knew they couldn't beat *Stormvogel* if they maintained the status quo. So the jib top was set, the spinnaker doused, and course was altered 20 degrees to windward (the south). It soon became clear that *Stormvogel* didn't know she was on course to the finish, as her crew dropped their spinnaker also, hardened up, and sailed a converging course with *Big Ti*. Eventually, *Stormvogel* crossed close astern of *Ti* and took up position 100 yards astern and to weather. At this point, *Ti*'s crew clandestinely rigged the spinnaker for a rehoist, set, and got a quarter mile jump by bearing away once again for the finish.

As both boats raced into the sunset down Molokai Channel, small aircraft from Honolulu began to fly over this almost surreal scene of the two windships in a boat-for-boat race to break *Morning Star*'s "unbreakable" record. Even the Honolulu radio stations interrupted their regular programming to give minute-by-minute updates.

Darkness fell and the wind increased in the channel to 30 knots. *Ticonderoga*'s crew could almost feel the glow of *Stormvogel*'s running lights close astern and the crew became very quiet. Separating both boats from the finish 10 miles ahead was a difficult jibe to starboard towards Koko Head. Once again I quote from Johnson's letter:

"The wind at this time was at least 30 knots and as we approached the Molokai Channel, it increased to 40. From this position *Stormvogel* came back down. In all my sailing, I have never seen anything like her performance. . . . The seas were mountainous. We never went under 11 knots and on the waves were getting 14-16, even at times 18 knots! Yet *Stormvogel* was closing rapidly. She must have been doing 20 knots in spurts."

"We kept ahead by staying with our shorter course. *Stormvogel* sailed miles further in those last few hours to the finish line. But when she came back down from way up to windward, we still had our 100-yard lead. At Koko Head six miles from the finish, we jibed from port to starboard. Accomplishing a dip-pole jibe at night in 30-foot seas, 40 knots of wind, and a 3,800-square-foot, 2.2 oz. Dacron spinnaker is not exactly child's play. Add to that a 30-year-old ketch with a bowsprit that takes the man on it underwater, a rain squall, and jury-rigged spinnaker hardware to replace the regular spinnaker pole gear that ripped off the mast three days before."

"*Ti* rolled her windward rail under a couple of times, the spinnaker pole came out of the jury rig on the mast and went overboard. The helmsman, Bob Dickson, was able to steer a course to follow the spinnaker. It never collapsed and those boys got the pole back, connected to the mast again and connected to the spinnaker clew. We changed course 25 degrees and pulled away from *Stormvogel*, passing Diamond Head buoy by a few feet."

"It couldn't have been more exciting if we'd staged it from a prepared script. From script, no one would have believed it."

So *Big Ti* was first to finish for the second race in a row, and both she and *Stormvogel* broke *Morning Star*'s 1955 record. But the excitement wasn't over. Five hours later, *Kialoa* came roaring down the channel in a near photo finish with *Serena*. For Transpac, there had never

continued on outside column of next sightings page

one of the greats — cont'd

been anything approaching these boat-for-boat battles. Thousands of people jammed Ala Wai harbor, and thousands more watched from their cars on the road to Diamond Head. It was 'Old Timers Night' at Diamond Head and the end of an era. The 29-year-old *Ticonderoga* had fought and won against the modern, light-displacement *Stormvogel*. The 49-year-old *Serena* had sailed boat-for-boat with the new *Kialoa*. Nothing like this would be seen again. Cal 40s, spade rudders, and plastic boats were already on the scene, and ultralights were soon to come. Bob Johnson, *Ticonderoga*'s owner, could see the handwriting on the wall, and soon commissioned the design for his next boat. Her name: *Windward Passage*.

— skip allan, *Ticonderoga* crew member, '63 and '65 TransPacs

Editor's Note — *Ticonderoga* and *Stormvogel* sail on. The former, impeccably kept, divides her time between New England and the Caribbean. The latter is a deluxe charter yacht — and occasional racer — out of Thailand.

the loss of maxine

(*Editor's note: When boats are lost, there tends to be a lot of misinformation about what happened. This is an edited version of a letter Greg and Mae — who request their last names not be printed — distributed to set the record straight on the loss of his Newporter 40 ketch Maxine.*)

Mae and I left Mazatlan on February 2 for Isla Isabella, which is about halfway to Puerto Vallarta. We arrived early on Thursday morning to find three other boats already at anchor. We found a great cove and dropped our 85-pound hook in 25 feet of water. Settling in, Mae fixed lunch while I worked on the alternator. From time to time we watched as humpback whales played off our starboard beam. It was a beautiful day, and our boat neighbors went snorkeling in the calm waters of the cove.

Shortly after noon, however, the wind started coming out of the east and blew us toward the rocky shore. Because easterlies are very unusual, they are considered unpredictable and dangerous. We and our boat neighbors decided to raise anchor and ride out the blow at sea. But when we went to raise the anchor, the last 50 feet of our all-chain rode would not come up. The big hook was clearly wedged in rocks.

Maxine apparently wanted to stay at Isabella, so we changed our plans. Instead of leaving then, we decided to stay until the next morning, at which time we'd fire up the generator so we could cut the anchor chain with a grinder. It would mean losing the anchor, but we had more aboard because we know that 'shit happens'.

Little did we realize that the shit was just starting to happen. That night, the wind picked up to 40 knots, and humongous waves began crashing over *Maxine*'s bow. The waves would continue on to slam against the rocks, then send the backwash back at us. Through it all, *Maxine* held tight on the 5/16-inch chain.

Unable to do anything that night, we just hunkered down and held each other tight. There was no sleep for us that night.

Dawn's light revealed that one of the four bolts holding the windlass to the deck had been lost, and the capstan clutch was inoperable. That meant we couldn't bring the chain in — even if the anchor wasn't stuck — nor could we let it all run out and leave.

With waves crashing over my head, I rigged three one-inch-diameter lines as snubbers to the chain to take the load off the windlass. Nonetheless, the sound of the boat straining against the anchor was terrifying. By then the chain had broken the bow roller off and was beginning to saw its way down to the foredeck! The three heavy-duty snubbers only lasted about an hour. By that time, because of all the waves and the wet deck, using a 110-volt grinder to cut the chain was deemed far too dangerous.

Given the situation, we decided to move the 'ditch kit' into our 9-ft

continued on outside column of next sightings page

shredding oceans

sage times set by (crewed) round-the-world record holder *Cheyenne* just last year. At presstime, about 2/3 of the way around the globe, *Orange II* was nearly 2,400 miles — a full work week — ahead of *Cheyenne*. And with averages of nearly 23 knots (she has hit over 40 in bursts), and 600-mile days almost routine, it seems certain she will lower the record — and raise the bar — significantly. (www.maxicatamaran-orange.com)

Oryx Quest 2005 — Four maxi-multihulls answered the starting gun off the oil-rich country of Qatar on February 5 for their crewed race around the world. Despite the small fleet, this event may be a harbinger of things to come — the winner not only gets glory, he also gets \$1 million. Boats were also reportedly gifted sums near that just to show up.

At any rate, the much anticipated



— cont'd

matchup between the 'big dogs' — Olivier de Kersauson's 120-ft trimaran *Geronimo* and the 125-ft *Cheyenne* (ex-*PlayStation*), skippered by David Scully, never materialized. *Cheyenne* seems to have been off the pace from the start, and rough seas opened a crack in the front crossbeam of *Geronimo*, forcing a stop in Australia, for repairs (allowed under the rules). The leader at presstime as the fleet dipped into the Southern Ocean was the 110-ft cat *Doha 2006* (ex-*Club Med*), under British skipper Brian Thompson, which has so far been sailed brilliantly. Bringing up the rear is Tony Bullimore's venerable old 102-ft *Daedalus*, which started life (about 20 feet shorter) in 1984 and in the intervening years has seen more modifications, name changes — and record runs — than can be counted. (www.oryxquest.com)

maxine — cont'd

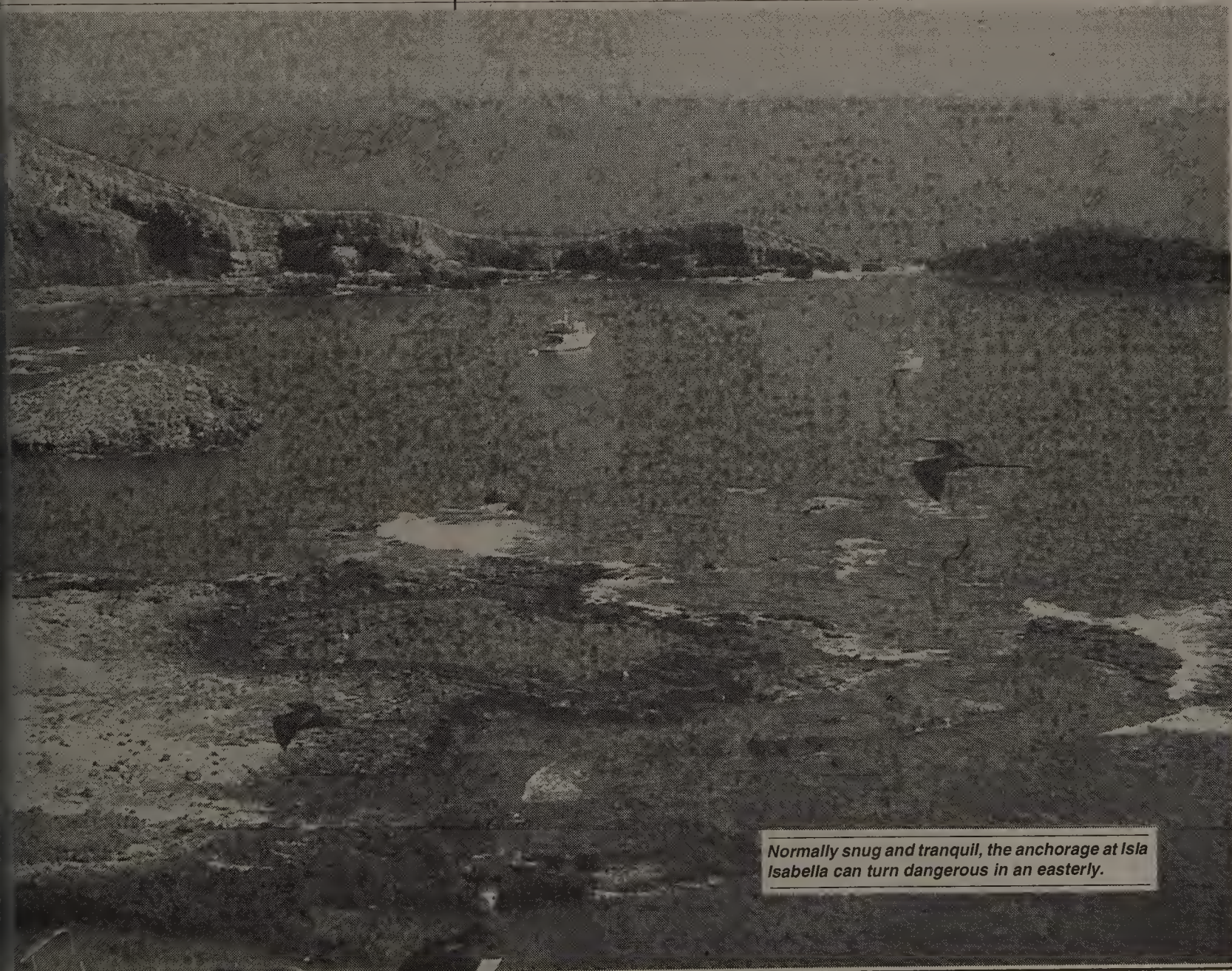
hard dink that was hanging securely from the davits on the stern. By now, conditions seemed to be getting worse by the minute. Mae had become sick from the stress. Then she saw a sea slam into the dink, tearing its stern end, with the outboard on it, off the davit. We tried to pull the dink back aboard from its dangling position, but before we could do anything, with a thunderous BANG, the bow-end parted from its davit and dropped into the sea. It stayed attached to the mothership only by one cross chain.

Then the dink started banging under the boat, threatening the hull, rudder, and prop. Somehow we had to get that chain loose, even if it meant sacrificing the dink. We finally got it released, and watched as our 'ditch kit', lifejackets, and now-swamped dink headed toward the cliffs. It showed us what path we'd take if we ended up in the water — and it would not be a pretty one.

The debris floating on the rocks attracted the attention of some fishermen at the fish camp ashore, and they watched us flop in the waves. Now that our lifeboat was gone, we came up with a new plan. We made up a second ditch kit consisting of lifejackets — and rubber gloves and boots in case we ended up getting thrown on the rocky shore.

We also put out a *Mayday*, which was answered by our friends on

continued on outside column of next sightings page



Normally snug and tranquil, the anchorage at Isla Isabella can turn dangerous in an easterly.

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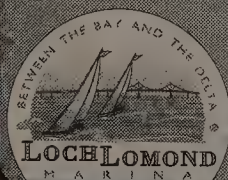
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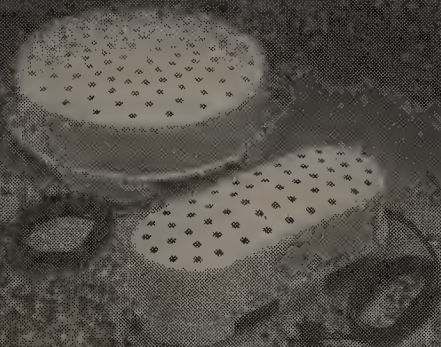


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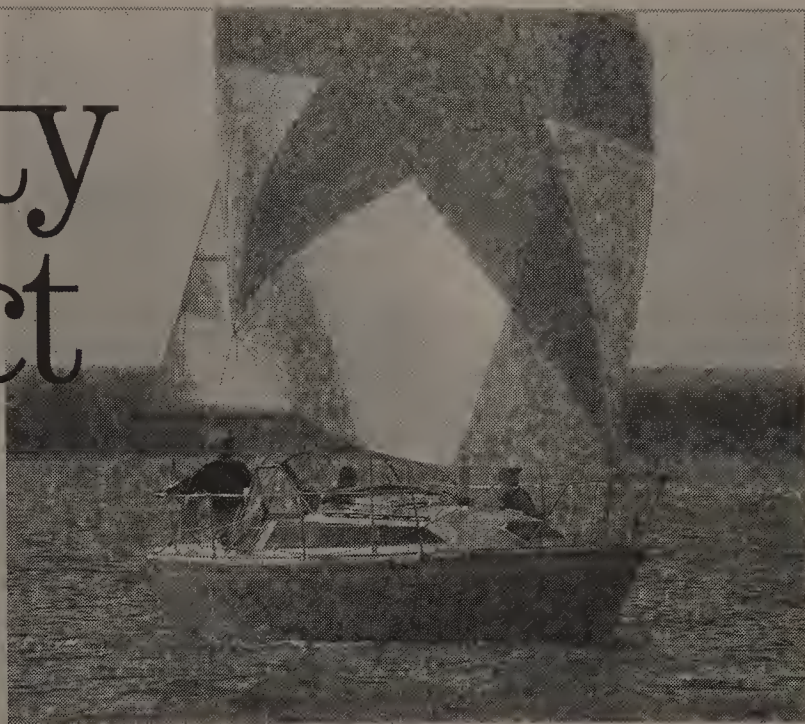
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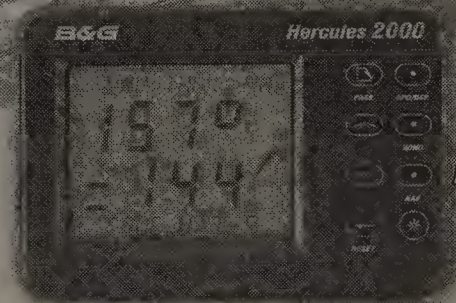
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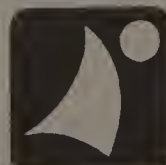


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SIGHTINGS

maxine — cont'd

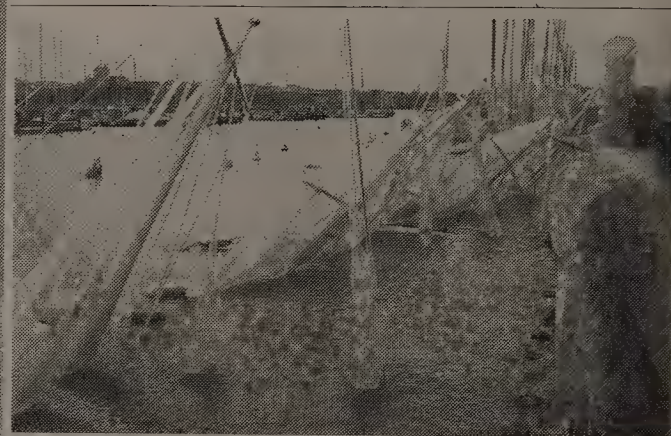
Contigo. They reported that they were also having a hell of a time. They'd taken turns driving the boat through the night to lessen the strain on the anchor, and now their engine was overheating. But they'd managed to reanchor for better protection, and were prepared for the night. They estimated the winds at 40 knots plus. They continued to give us moral support and tried to call other vessels for help, but got no response.

By 4 p.m., *Maxine* was mortally wounded, and we needed to get off.

continued on outside column of next sightings page

ice station

You think it was cold here last month? Check out these photos taken at Lake Geneva, Switzerland, after a big storm rolled through early last month. No further details were available (the photos were taken by a woman whose mother sent them to her friend here, whose father forwarded them to us, etc. . . .). What it looks like is that spray from the fresh-



geneva

water lake coming over a breakwater — out of photos to right — froze when it hit pilings, docks and boats. The buildup became so heavy that a number of boats sank or capsized. (Other boats across the harbor not subject to spray seem to be fine.) "Glad I live in Northern California!" notes Alameda's Larry Bliss, who sent them to us.



maxine — cont'd

We broke out the flares and shot them above the fish camp. The fishermen gathered at the small chapel, but could only watch and pray. The Mexican fishermen are tough, but the conditions were too rough even for them. But they did keep a watch on us that night and would periodically shine their light on us to make sure we were still there.

When darkness fell, Mae and I knew we were on our own.

As the evening passed, I became concerned about new noises coming from our old wood hull. I believed the popping sounds were the bronze screws that held the bulkheads together, failing one by one. At one point, we turned the foredeck light on to see that the anchor chain was sawing right through the hull as she rose and fell in what we estimated to be 25-foot seas. As the chain cut through the wood, we could smell the oak sawdust. Naturally, we were concerned that if the chain got far enough into the hull, the forepeak would be inundated.

There was nothing we could do but hold each other. Neither of us ate, neither of us used the head. Everything had broken loose inside the boat creating a tremendous mess. Mae began puking again, not only from the stress but also from a bad case of bronchitis. She was having trouble breathing, but we couldn't find her medicine in all the mess. It was a long and terrifying night, and all we could say was "Fuck!" as we listened to each new pop or snap of our precious *Maxine* trying to survive — followed by encouragement: "Hold on Mama, it's already midnight. Only six more hours to daylight."

Maxine held, but seemed to be telling us that her wood was tired and that guardian angels can only do so much. It seemed like it had taken weeks, but finally dawn broke and we could see again.

The storm had let up enough that I could make a new assessment. I found — though didn't tell Mae — that the bilge pumps were now running constantly. Again, we set off flares, and this time, the fishermen responded. Mae let out a scream, as she could see through the binoculars that four fishermen were pushing their *panga* into the water. The seas had diminished enough for them to attempt a rescue.

After 44 stormy hours, we were tired, hungry, and badly wanted to be on dry land. Plus Mae had medical needs that had to be addressed. The man at the helm of the *panga* was an artist, as he sure knew how to handle his boat. After waiting about 10 minutes for an adequate lull in the waves, he came in close. We threw the men our bags — with our passport and wallets — and dove into the *panga*. All we could say was *gracias*. As we arrived on shore, the fishermen crossed themselves and thanked Jesus. It was clear they had been very worried about us.

As for us, we thanked God, our Guardian Angel, and the 5/16-chain that got us through. On Sunday, five of us took a *panga* to San Blas to have Mae's medical problems treated. We weren't thrilled at the prospect of having to make another boat ride, this one 40 miles, but we had to do it.

As we left Isla Isabella, *Maxine* was still afloat and we saluted her and the tattered American flag hanging from the bent davits as we went by. Once Mae was taken care of, we were preparing to buy a new dink and outboard and return *Maxine* — when we heard she had gone down at anchor, still holding her position offshore.

They say to make lemonade when life deals you a bunch of lemons. Well, we have a crate full of them now. We'll take it one sip at a time. We miss the cruising part of our life already, but the gypsies in us look forward to more traveling adventures, this time in a motorhome.

— greg & mae 02/20/05

the oregon clipper

By pure chance in 2003, maritime historian and ship modeler Steve Priske stumbled across a cache of 1,500 old glass-plate negatives in Coos Bay, Oregon. With each photo carefully organized and labeled, the collection chronicled the building and some short histories of some

continued on outside column of next sightings page

SIGHTINGS

oregon clipper — cont'd

65 world class (130 feet or greater on the keel, 150 on deck) wooden sailing ships built on the West Coast in the middle of the 19th Century. Little did he realize, however, that this treasure trove would also yield a crown jewel: the 204-ft, 1,170-ton *Western Shore*. Not only is she thought to be the largest full-rigged sailing ship ever built on the West Coast, there now seems to be definitive proof that she was a clipper — the *only* West Coast-built ship to wear that fabled title. Until now, of the 300 clippers built in America in the 19th century (and another 300 in Great Britain), all were thought to have been East Coast ships.

The word 'clipper' derives from the verb 'clip', as in "she was moving along at a good clip." It was an appropriate moniker for the long, slender vessels that developed in America in the late 1840s. To 'qualify' as a clipper, a ship needed to have a slender hull (length to beam ratio of at least 5 to 1; most packets of the day were 4 to 1), graceful, sweeping

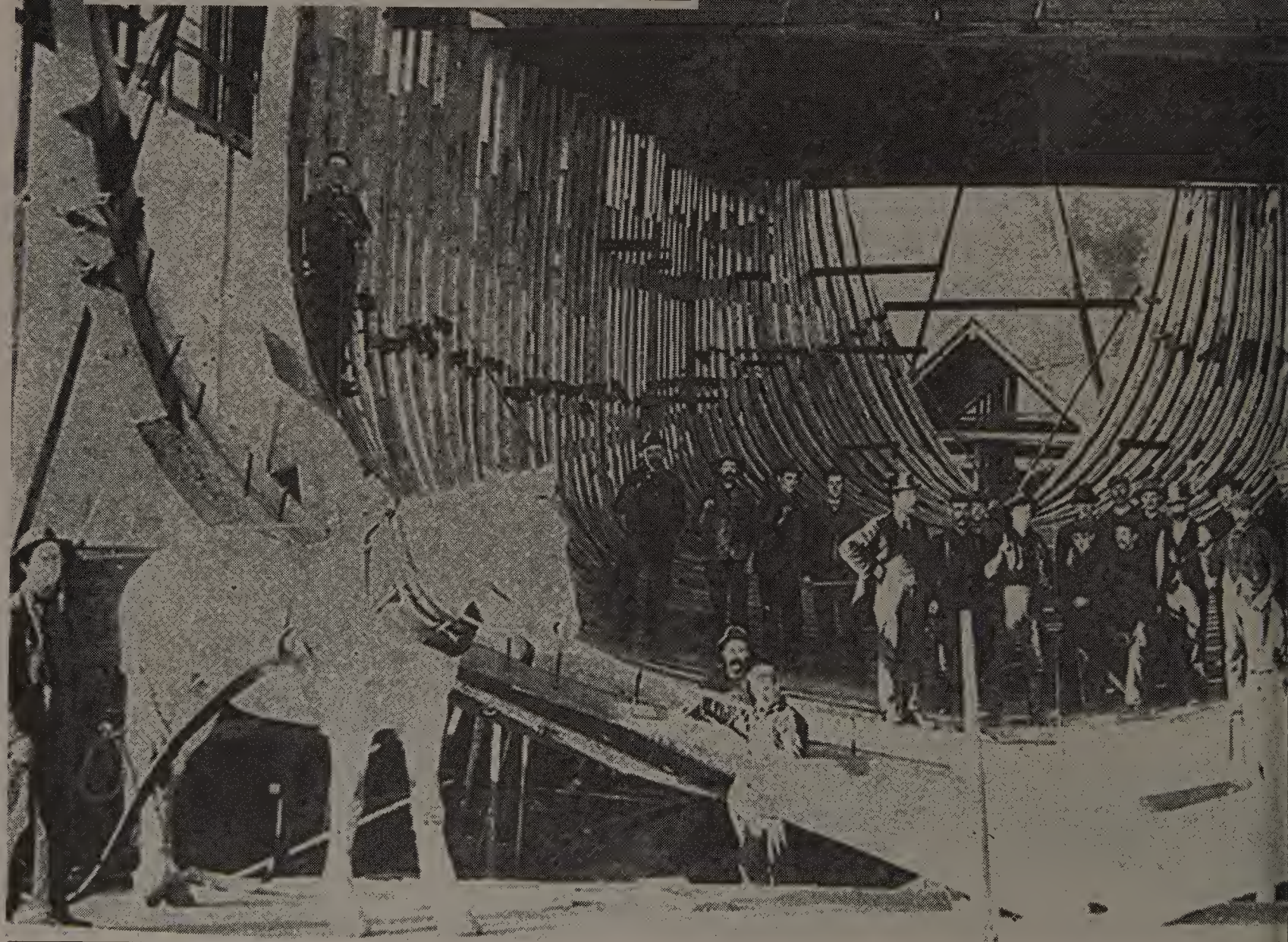
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short

NAURU ISLAND, SOUTH PACIFIC —

Three men were rescued late last month near the tiny Pacific Island of Nauru (about 200 miles southeast of Tarawa) after spending seven weeks adrift in their 20-ft open aluminum boat. The three — two of whom are related to one another — had been missing since January 2 when they failed to arrive at Tarawa from Kiribati. It now appears their boat was disabled, putting them at the mercy of wind and currents. The men survived by catching fish and rainwater. They were reportedly in amazingly good shape when rescued. Benjamin Tooki, 22, identified

Building a tallship at the Simpson Yard in Coos Bay, circa 1890. It was common for yards to use a big horse to haul timbers around the yard. It took about 25 carpenters and shipwrights to construct an average tallship. Inset at right, the Simpson family painting of 'Western Shore,' done soon after her launch in 1874. No photos of the ship are known to exist.



sightings

as an Australian, was released from the hospital the same day he arrived in port. His 47-year-old uncle and 23-year-old friend, both of Kiribati, were also treated and released. We weren't able to find out much more before presstime, but Tooki

continued middle of next sightings page

oregon clipper — cont'd

bows, not nearly as much cargo capacity as like-size ships, multiple square-rigged yards on all three masts, and, in the words of one historical source, "more sail than was normally used on a 74-gun warship three times the size." Speed was their sole reason d'être, and the commodity that spawned them was Chinese tea. Not only was the taste for tea insatiable in both America and England, but this delicate cargo tended to degrade quickly, so the faster it could be delivered, the better. (And you thought Starbucks was a new idea!)

The first of the true clippers was the 170-ft *Sea Witch*, launched in New York in 1846. By the 1850s, clippers were being cranked out by the dozens on both sides of the Atlantic. Many of the great ones called in San Francisco at one time or another, including *Sea Witch*, *Flying Cloud*, and *Lightning*. And a few not-so-well-known, like the 'Oregon Clipper' *Western Shore*.

The romance of the clipper era was fleeting. The heyday of the tea trade lasted only a decade, although the ships themselves continued to find work for another decade or more ferrying wool from Australia or starry-eyed dreamers to the California gold fields. In that sense, when she was built in 1874, *Western Shore* appeared late on the scene.

She was the creation of the Simpson brothers — Asa Breed Simpson, who made his fortune in the lumber business, first in San Francisco and later Oregon; and Captain Robert Simpson, a deepwater sailing ship captain. The latter designed *Western Shore's* unusual rig, which featured fore and mainmasts of exactly the same dimensions — even all the corresponding yards were the same length. After her October launch, she was towed to San Francisco for fitting out.

Not too many clippers lasted longer than 10 years. (The only one left in the world is the drydocked *Cutty Sark* in Greenwich.) The life of the *Western Shore* was even more ephemeral. During only a four-year career, she was a hard-working, respected and fast ship that set several still-standing sailing records carrying cargos of wheat or coal. In 1878, on a coal run from Astoria to San Francisco, she hit Duxbury Reef under full sail and sank within hours. Fortunately, her crew and captain made it to the boats and were saved. In a bit of *Exxon Valdez*-like controversy at the time, her Captain and first mate were accused of being drunk at the time.

Ironically, out of the entire 'stash' of 1,500 negatives uncovered by Steve Priske, not one contains an image of the *Western Shore*. (He has feelers out to museums and historical societies both here and in England in hopes that one may turn up, but so far, *nada*.) However, the original blueprints and a couple of excellent paintings show this lissome thoroughbred as she was. Based on these, Priske has so far constructed four plank-on-frame models of *Western Shore*. One was for the grandson of Asa Simpson, who found the ship's blueprints in an old family trunk.

Interested in finding out more about the *Western Shore*, some of the other ships in the photos or the collection itself? Well, you can go to www.eraofthec Clippers.com/maritimeneeds.html where some of them are posted. Or you can mark your calendars for slide-show presentations Steve will give in the Bay Area in the coming months:

* *March 9* — Bay Model Visitor's Center in Sausalito (sponsored by Richardson's Bay Maritime Association), 7 p.m., free but donations accepted. 415-332-6645

* *March 13* — Sausalito Yacht Club (sponsored by Golden Gate Tall Ship Society), 7 p.m., free (food and open bar extra). 415-332-6645.

* *May 11* — San Francisco Yacht Club, 6:30, free. 415-435-9133.

* *June 2* — Belvedere/Tiburon Public Library, 7 p.m., free. 415-332-6645.



COURTESY STEVE PRISKE

SIGHTINGS

the maritime trail

Got a day when no sailing is planned and you've seen all the latest movies? Want to relive a bit of history with a parent, or participate in a history project with the kids? Or maybe you're just in the mood for a solo trip down a deck that once saw the likes of Franklin Roosevelt, or from which other sailors witnessed the invasion of Normandy, a sleet-whipped rounding of Cape Horn under frozen canvas, or the rescue of a crew from a torpedoed merchantman. If any of that sounds appealing, you're ready for the San Francisco Bay Area Maritime Trail.

You may already be aware that the Bay Area is home to perhaps the largest fleet of historic ships in the country. What you might not know is that, until recently, many of them 'competed' for tourist attention. Wayne Wheeler had a better idea. Years ago, Wheeler (who among other things founded the United States Lighthouse Society in the late '70s) came up with the concept of uniting the historic ships and maritime memorials in the Bay into a single entity — the Maritime Trail. It's

continued on outside column of next sightings page

shorts

has reportedly sold his story "to the major media", so look for more details in the next issue of the *Enquirer*.

NORTH COVE MARINA, NEW YORK

— Prior to 9/11, North Coast Marina, located a block from the World Trade Center, was the jewel of New York marinas. The Around Alone race started there in 2002. It's where the megayachts stayed and the pretty people played. It was 'Monaco on the Hudson.'

When the WTC towers came down, so did the fortunes of North Cove. Recovery was slow, but steady. Now the place is well on the way to its former glory, thanks



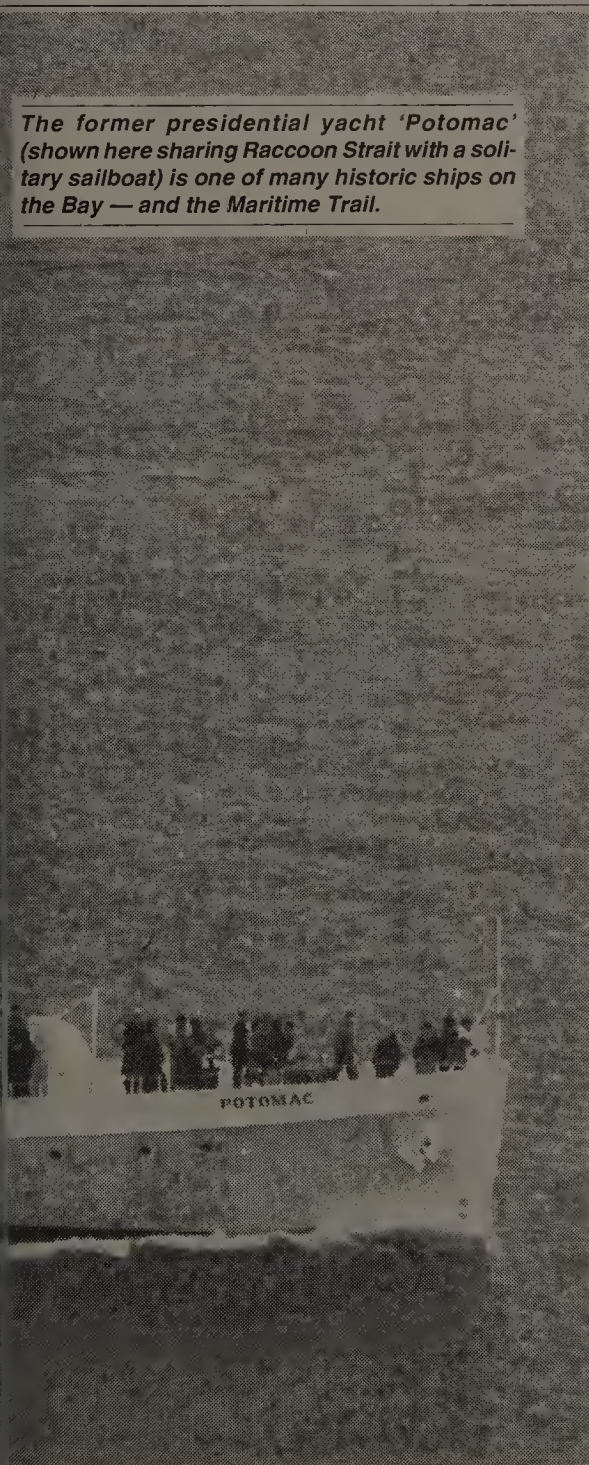
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in part to the most recognizable face in sailing, Dennis Conner. DC has been involved in various ways at the marina since 1989. He kept his America's Cup catamaran there, and still returns every year to do corporate entertaining on his Formula One sailboats. Having Conner on the Marina management team seemed a good fit from the start.

"Having lived in Battery Park from 1992 to 1994, I always appreciated that North Cove was right in my backyard," says Conner. "To have an opportunity to improve the marina and make it an unforgettable port of call is a challenge I look

continued middle of next sightings page

The former presidential yacht 'Potomac' (shown here sharing Raccoon Strait with a solitary sailboat) is one of many historic ships on the Bay — and the Maritime Trail.



LATITUDE/JR

maritime trail — cont'd

taken a decade of patient cajoling, but it finally happened: all eight ship sites and three memorials signed on. They are:

* *San Francisco Maritime National Historical Park* (San Francisco, 415-447-5000) — Historic vessels at Hyde Street Pier in the City include the 1886 square rigger *Balclutha*, the 1890 steam ferryboat *Eureka* and the 1891 scow schooner *Alma*.

* *USS Pampanito* (San Francisco, 415-775-1943) — The world's most authentically-restored World War II submarine had a minor roll in the movie *U-571*, and the real-life role in the war of rescuing 73 American POWs from a torpedoed Japanese ship in the Pacific.

* *Jeremiah O'Brien* (San Francisco, 415-544-0100) — The *O'Brien* was part of a 5,000-strong armada of ships and boats that stormed the beaches of Normandy in June, 1944 — and the only one able to return there for the 50th anniversary of the invasion in 1994.

* *Lightship Relief* (Jack London Square, Oakland, 510-272-0544) — The *Relief* is one of the last 'floating lighthouses' to see duty off the Pacific Coast. These ships used to anchor offshore for months at a time, exchanging crews periodically and keeping the shipping lanes safe with their powerful lights at night. (Yes, the reason the main shipping channel buoy on the San Francisco approach is still referred to as 'the lightship' is because — up until the early '80s — it *was* a lightship.)

* *USS Potomac* (Jack London Square, Oakland, 510-627-1215) — The *Potomac* started life as a Coast Guard cutter, but was soon converted to Franklin Roosevelt's 'floating white house.' It has been beautifully restored down to FDR's elevator (for his wheelchair) and does regular tours and charters.

* *USS Hornet* (Pier 3, Alameda, 510-521-8448) — The aircraft carrier *Hornet* saw action in World War II, Korea and Viet Nam. Her last official action before decommissioning was retrieving the Apollo 11 and 12 astronauts from mankind's first journeys to the moon.

* *SS Red Oak Victory* (Old Terminal #1, Richmond, 510-235-7387) — The last remaining Victory ship built at the Kaiser yards in Richmond, the *Victory* served as an ammunition ship in World War II and a merchantman during Korea and Viet Nam. Plans are to restore her to operational condition and for her to become a part of the Rosie the Riveter Memorial.

* US Army Corps of Engineers Bay Model Visitor Center (Sausalito, 415-332-3870) — When the War broke out, Bechtel Corporation turned the Sausalito waterfront from a sleepy bedroom community into a bustling shipyard employing 20,000 workers — in just nine months. The Marinship exhibit in the Bay Model building is a historical monument to that remarkable place and the people who worked there.

* Lone Sailor Memorial (North end of Golden Gate Bridge) — This memorial, a lone, tall sailor gazing across the Bay, is dedicated to the men of the Navy, Marine Corps, Coast Guard and Merchant Marine who have sailed through the Golden Gate in service to their nation.

* *USS San Francisco Memorial* (Land's End, just up from the Cliff House) — The heavy cruiser *USS San Francisco* achieved enduring fame during World War II in a point blank exchange with the Japanese battleship *Hiei* in the dark of night off Guadalcanal on November 13, 1942. She took 45 hits and lost 100 men, including an admiral and the captain. The *Hiei* was finished off the next day by aircraft, but the *San Francisco* was restored and served many more years. When decommissioned and scrapped in 1959, she was the second-most decorated ship in the Navy.

* Rosie the Riveter Memorial (Former Kaiser shipyards, Richmond) — This memorial honors the estimated 18 million American women who worked in the defense industry during the War, taking over for the men who went off to fight it. They worked in steel mills and factories, keeping America supplied with the materials needed to fight in both Europe and the Pacific.

Most of these venues have been open to the public for awhile, but the Maritime Trail ties them together. Each ship and site will now carry brochures for the other ships/sites, as well as Maritime Trail litera-

continued on outside column of next sightings page

maritime trail — cont'd

ture. The main pamphlet details operating hours, short histories, handicap accessibility, admission fees, historical landmark status and websites — as well as a map showing relative locations of sites around the Bay.

Find San Francisco Bay Area Maritime Trail pamphlets at any of the foregoing venues, some marine outlets, or call the United States Lighthouse Society (which currently oversees the program) at (415) 362-7255.

sea weed's battle scars

When World War II broke out in the Pacific, regulations limited the use of yachts to daylight hours only. Furthermore, no binoculars or firearms could be carried, and a yacht could not go west of the new

shorts

forward to."

Ribbon cutting for the newly refurbished North Cove is scheduled for June. Now all they need is boats — from mega yachts to just regular folks — to visit. Tell 'em Dennis sent you. (www.thenorthcove.com).

BRAZILIAN COFFEE HOUSE, NEW YORK — That's where Tom Wolfe and Hunter S. Thompson were headed in 1969 when they passed by a marine chandlery. Thompson, still two years away from releasing the gonzo masterpiece *Fear and Loathing in Las Vegas*, ducked into the



— cont'd

store and re-emerged holding a small paper bag. Wolfe, whose curiosity finally got the best of him when they were seated in the restaurant, asked, "What's in the bag, Hunter?"

"I've got something in here that would clear this restaurant out in 20 seconds," said Thompson.

"He began opening the bag," wrote Wolfe in a reminiscence in the *Wall Street Journal* of his meeting with the out-there journalist who committed suicide last month. "His eyes rheostated up to 300 watts. 'No, Never mind,' I said. 'I believe

'Far Side of the World 2'? 'Curse of the Black Pearl 2'? Nope, it's the Privateer 'Lynx' (left) and the 'Lady Washington' performing one of their mock battles. Look for the two ships to arrive in the Bay for several smoke and thunder demonstrations in April.



COURTESY PRIVATEER LYNX

sea weed — cont'd

submarine net that stretched from just West of the St. Francis YC to the Sausalito waterfront.

In early 1942, our Navy lost track of the whereabouts of the Japanese Navy. It was greatly feared that they might strike Hawaii again — or even the West Coast. The Navy could deal with Hawaiian waters, but they simply didn't have enough boats and ships to patrol the entire length of the West Coast. So StFYC Staff Commodore Philip Finnell, a Lt. Commander in the Navy, was assigned the task of recruiting a fleet of suitable private sailing yachts to go to sea to assigned stations as far as 500 miles off Pt. Reyes and Pt. Conception. The idea was that they could stay on station for an extended period of up to three weeks. (Sailboats were specified since few powerboats of the day had that type of sea keeping capability.) Upon sighting an enemy vessel, the idea was that the yacht would radio a warning to the Navy who would take over from there. What would happen to the yacht in the meantime one can only imagine.

Cyril Tobin immediately made his 72-ft schooner *Sea Weed* available to the Navy. She was moved to a berth at the Treasure Island Naval Base and placed in the care of a very young Naval officer and two enlisted seamen — none of whom had ever been to sea on a yacht or any other type of vessel. Finnell then called Dennis Jordan and asked him if he would volunteer to go along on *Sea Weed* and find some other experienced yachtsmen to go along also. Jordan enlisted St. Francis members Dick Hanan, Phil Fay and Ray Kilborn. They went aboard on May 5, 1942. By this time the gleaming varnish, white paint and oiled teak decks had all been painted out standard Navy gray. Two days later and far from being ready, they passed through the south gate of the submarine net, and headed for a station 250 miles due west of Pt. Reyes.

The springtime weather off the Northern California coast was extreme to say the least. They had measurable conditions for the entire 15 days they were underway. Most of the time, they only had a small main staysail up, and just left *Sea Weed* to look after herself, which she did very well. The three Navy men were of little or no use even when they weren't seasick. Jordan decided to leave station early as the Navy radio went from not working well to not working at all, so they had no way to report even if there was a sighting worth reporting. On May 17, they were sighted by a Canadian Air force patrol plane and reported as safe and secure, and on course towards the San Francisco Lightship. At noon on May 21, they tied up at Treasure Island only to find that they were about the last yacht to return to base.

Ultimately, the entire project was of little use. Thankfully, of course, there were no sightings. Some of the yachts had been badly damaged, though, and one, Staff Commodore Stanley Barrows 50-ft ketch *Bonnie Dundee*, went ashore in heavy fog below Monterey and was a total loss, fortunately with no loss of life. The Japanese Fleet eventually turned up at Midway Island, and the resulting battle really signaled the finish of the once powerful Japanese fleet. *Sea Weed* was returned to her owner with the payment of \$1. It took better than a year to get her back into yacht condition — all at the owner's expense. Some of the gray paint was so deep down in the grain of her woodwork that it couldn't be completely removed. Tobin called these areas her 'battle scars'.

— rc keefe

For more on another of Cyril Tobin's yachts, see the feature on *Windward* in this issue.

strictly sail pacific

The name has changed, but the show remains the same — what was formerly Sail Expo is now Strictly Sail Pacific, the West Coast's biggest boat show, and it's coming back to Jack London Square April 13-17. This is the only one of five giant sail-only shows put together by Sail America that takes place west of the Rockies, and for its week of

continued on outside column of next sightings page

strictly sail pac — cont'd

operation, is the Starfleet Command for left coast boaters — if there's any boat, product, service or question you've been wanting to investigate, this is the place to do it. Many of your questions will likely be addressed by the founders and/or CEOs of companies such as Ronstan and Harken, who fly in from as far away as Europe and Australia for the show.

This year, as in the past, the show features more than 100 boats — most of which are in the water. At this writing, they range in size from 8 feet to the present queen of the show, the Jenneau Sun Odyssey 54. In addition, some 300 booths under the 'big top' will represent every boating product and service known to man, and over 200 individual seminars will highlight virtually every aspect of sailing from cruising, to high-end racing to navigating to just having fun. Speakers confirmed so far include circumnavigator Pat Henry, author Barbara Marrett, *Latitude* publisher Richard Spindler, sailmaker Kame Richards and tactics expert Richard Hagebols, to name just a few.

Here are specifics on just two of the many programs:

* *Explore the Possibilities* (April 16, 8:30 a.m.-12:30 p.m.) — Pacific Cup Yacht Club will conduct a seminar on preparing for the 2006 West Marine Pacific Cup. The seminar will feature experts from the marine industry, as well as naval architects and Pacific Cup veterans who will address: What it's like to sail from San Francisco to Hawaii; how much time and money is involved; what boats are suitable for such a passage; required safety gear and practices; and much more. A Q&A session will follow each topic and a race-ready Pacific Cup boat will be available at the dock for inspection.

* BAYS — Bay Area Youth Sailing — furthers the growth of junior racing in the greater San Francisco Bay Area with a series of events for young sailors. They start with Optimist dinghies and move up to regional, national and international levels. At the BAYS booth, parents and junior sailors can learn more about all the great opportunities junior sailing has to offer, watch a slide show, and observe or even participate in an Opti fun regatta right out in front of the Boat Show. Interested juniors can also test their stomach muscles and stamina by hiking out on BAYS's demo boat. More experienced juniors can sign up to take a ride on a 505 with an experienced skipper. (To register for the 505 ride or enter the Opti regatta email Mahersailor@comcast.com.)

The above is just what had been confirmed in late February. By next month, the lists of boats, seminars and exhibitors will be much longer. So don't worry too much about details right now. All will be revealed in our April issue, where you'll find a Strictly Sail Pacific Program bound in, with a complete list of exhibitors, dates and times of every seminar and event, along with hotel information, driving directions — the whole nine yards! In the meantime, log onto www.sailamerica.com for more information.

greatest hits

We've been hearing a lot lately about boats hitting stuff — whales, ice, unidentified underwater objects. (During the Oryx Quest 2005, the 120-ft trimaran *Geronimo* incurred serious damage after colliding with what owner Olivier de Kersauson called 'tsunami debris' — likely a tree trunk.) It got us thinking about the early days of container shipping when the big steel boxes used to fall off ships faster than they could strap them on — or so it seemed. Most sank, but enough floated — and enough boats used to hit them — that something of an urban legend grew up around the phenomenon. To this day, the prospect of hitting a container is right up there with fire onboard or sinking. In many ways, containers have become the boogymen of the ocean.

That said, we haven't heard much about boats hitting containers in the last 10 years or so. They still go overboard, to be sure. Estimates we were able to find in a quick Google search varied from 1,500 to

continued on outside column of next sightings page

shorts

you — show me later!

"From the pack he produced what looked like a small travel-size can of shaving foam, uncapped the top and pressed down on it. There ensued the most violently brain-piercing sound I have ever heard. . . . It was a marine signaling device, audible for 20 miles over the water."

SOUTHEAST FARALLON ISLAND —



— cont'd

It's not going to happen soon, and it may not happen at all, but legislation has been introduced in the California legislature that would offer special permits so that people could visit the Farallon National Wildlife Refuge. House Resources Committee Chairman Richard Pombo (R-Tracy) and the top Democrat on the Committee, introduced the bill in response to requests

continued middle of next sightings page

greatest hits — cont'd

10,000(!) in 2002, out of about 73 million total containers shipped. We also found information on how most of them sink outright (although some do float for days, weeks or indefinitely), and plenty about how the whole interlocking and tie-down systems have been vastly improved from the early days of container shipping in the '70s. Back then, containers were often just stacked onto the cargo hatches of freighters and strapped down. Nowadays, containers are carried by ships built specifically for that purpose. In addition to superior stacking and tie-down systems, they offer more protection from big seas coming over

continued on outside column of next sightings page



SIGHTINGS

greatest hits — cont'd

the bow or sides.

But the fact is, no one knows if the number of containers going overboard is increasing, because insurers don't generally share that information and no government agency keeps track.

We brought up this subject in *Lectronic Latitude* last month and asked for real-life stories of container encounters — and any other weird stuff out there that could damage boats if they hit it. We received three container stories. All fortified the nightmare scenario of a container floating just under or slightly above the surface — which for all intents and purposes is a 5-ton steel iceberg. One boater on his way to Catalina saw one and missed it. One sailor in Florida hit one but limped in, and one powerboater smacked into one on the way up the east coast and found that the boat stopped leaking only if he continued on at full throttle — which he did. All of the incidents took place in the late '80s or early '90s.

Do any of you have knowledge of more recent encounters? If so, we'd like to know about it as part of a 'things that go bump in the night' type project currently on the back burner. Please email details/photos to johnr@latitude38.com.

In the meantime, we thought you might be interested in some of the other stuff that sailors have spotted (or lost) on the oceans of the world.

* "In returning the Express 34 *Spirit Lesson* from the 2000 West Marine Pacific Cup, I came within 2 feet of what appeared to be a super-size beer keg — 8 to 10 feet long, 3 to 5 feet in diameter — floating within inches of the surface. A few days later, we saw an upside down lifeboat that was floating about three feet above the surface."

— Tim Kelbert

* "Back in the '60s, I was on the aircraft carrier *Franklin Roosevelt* when we lost an F-4 engine in an 'engine can' over the side in a great storm in the Eastern Med. It apparently floated, for it was salvaged a week later by a very lucky fisherman. He was rewarded, but I don't remember how much."

— Frank Swift

* "I spotted a giant steel tank, on its side, floating along in the middle of the calm ocean on the way back from the 2000 Pacific Cup. Incredibly bizarre: there I was in mid-ocean, motoring over to inspect a 40-ft long, 20-ft-diameter tank (ala Richmond refinery oil tank), floating on its side, with most of the tank up in the air. Another time, I hit a 25-ft tree about 60 miles west of the Farallones. It was a nice, sunny day, crisp weather and decent swell — and bump! bang! bang! Went right over the tree, broke off the speedo impeller and then a final bang! as the tree hit the rudder and re-emerged floating in my wake. This was followed immediately by me running around the interior, pulling out every cushion, hatch and floorboard to inspect the hull and make sure we weren't taking on water — which we weren't.

So, no containers — but there's other stuff to hit out there.

— Rob MacFarlane.

bcdc taken to task

The BCDC overstepping its bounds? Who would have thunk? But that's the word from such agencies as the State Water Control Resources Board (SWRCB), the Regional Water Quality Control Board (RWQCB), the State Lands Commission (SLC) and even the Department of Fish and Game (DFG). Citing several examples of duplication of service or overregulation, the Bay Planning Coalition (BLC) has asked Governor Schwarzenegger to direct the Office of State Audits and Investigations to perform a review of the BCDC's actions and permits to determine if indeed it has overstepped its authority.

The BCDC — the Bay Conservation and Development Commission — was created by the Legislature in 1965 in response to public concern over the future of San Francisco Bay. The Commission was charged

continued on outside column of next sightings page

shorts

from amateur radio operators who enjoy broadcasting from remote, unique and sometimes downright weird places. If passed, however, such permits would also be available to the general public.

To say the scientific community doesn't think this is a good idea is kind of like saying the Vatican doesn't think Howard Stern would make a good Pope. The fact is, the small group of islands has long been a vital nesting area for a myriad of seabirds, some of whom disturb easily,



— cont'd

some of whose underground burrows could easily be trampled. Frankly, if the bill does get passed, we hardly envision boatloads of crazed maniacs storming ashore with BB guns and frying pans. Anyone interested enough to endure the 8-hour round trip in often-rough seas — and who will doubtless be guided by a trained docent or scientist (something occasionally done even now) — is likely to respect the fragility and beauty of this unique natural treasure.

bcdc — cont'd


with regulating all filling and dredging in San Francisco, San Pablo and Suisun Bays, as well as certain creeks, sloughs and salt ponds. The BCDC is perhaps best known to local boaters for their controversial "boats are landfill" declaration in the 1980s.

Examples used in BLC's recommended audit include:

- * Denying a dredging permit which USACE and RWQCB (which had primary responsibility for the project) had already granted. This is an example of duplication.

- * Necessity for a permit to remodel or repair a dock already in place. This is an example of overregulation.

According to the Bay Planning Coalition, these discrepancies have produced far-reaching economic ripples throughout the region.



Looking fabulous — Bob Hanelt's lovely 'Lydia' enjoys the breeze at last year's Master Mariners Regatta.

ZIHUATANEJO SAILFEST 2005

Zihua SailFest — the early February event in Zihuatanejo where cruisers have a great time while raising money to educate and house orphaned Indian and Mexican children — was an astonishing success for the fourth year in a row.

This year's event raised a total of more than \$40,000 U.S. — an increase of 33% over the previous year. A little more than \$20,000 in matching funds came from the Richard and Gloria Bellack Foundation and the Bill Underwood Foundation.

SailFest began on Thursday, February 3, with a well-attended seminar on SSB email put on by Jim Corenman, who, in addition to having circumnavigated with his wife Sue aboard the then Alameda-based Schumacher 50 *Heart*

of Gold, wrote the AirMail email program. That afternoon the Northbounder and Southbounder groups held their respective seminars, with featured panelists reviewing a host of relevant topics. The seminars were held in Rick's Bar, the cruisers' nearly one-stop headquarters in Zihua, and CDs were made of the presentations.

The SailFest Kick-Off Party was held Wednesday evening, and included a free keg of beer and a Live Auction and raffle. As in years past, the local merchants showed their tremendous support for the charity, as they donated over \$11,000 in merchandise and services. These ultimately sold for about \$18,000 — or 45% of the total money raised.

Thursday morning began with Corenman following up his AirMail seminar by doing free one-on-one consultations with cruisers and their computers. By 11 a.m., the Beach Party had started at MJ Richies at Playa La Madera. This was a new venue for the beach party, one that worked out well, as it was within walking distance of Rick's and the dinghy landing, yet was

isolated from the hotel crowds. The party featured traditional beach games — plus a new Survivor-type game based on the television show.

Thursday evening featured a novel and educational event — a Flare Shoot-Out that was first held last year. The Port Captain escorted all the participants in their dinghies to the center of the bay, where everyone was allowed to discharge their old and out-of-date flares. The results were illuminating to say the least, as they demonstrated the much greater reliability and visibility of SOLAS type flares.

Fortunately, two courses were set for Friday's Pursuit Race, as the wind was — as is often the case around Zihua — quite light. Nonetheless, there was enough breeze to make for a lovely sight as the boats carried chutes on the downwind leg and final reach back into the bay. Topping the 19-boat fleet was Chris and Heather Stockard's *Legacy*, which just nosed out circumnavigators Brian and Mary Alice O'Neill aboard their Norseman 447 *Shibui* for top honors in the fun race. In lieu of the traditional dinghy raft-up around big cats, everyone returned to Playa La Madera to mingle and share appetizers.

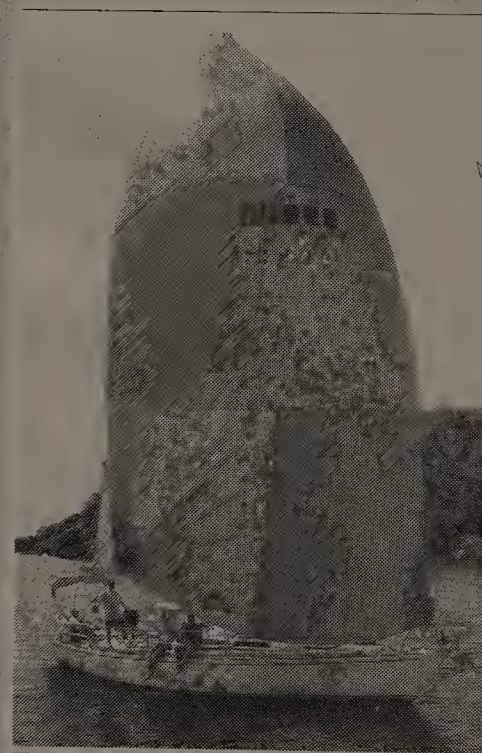
The beat continued on Saturday, with a Dinghy Poker Chase, then a Chili Cook-Off and Street Fair in

front of Rick's, where the Silent Auction and raffle were being held. There were a dozen chilis to be sampled while being serenaded by a group of mariachis. In addition, the local artisans had their goods on display and the Indian children sold \$600 worth of bracelets they had made from SailFest-supplied beads.

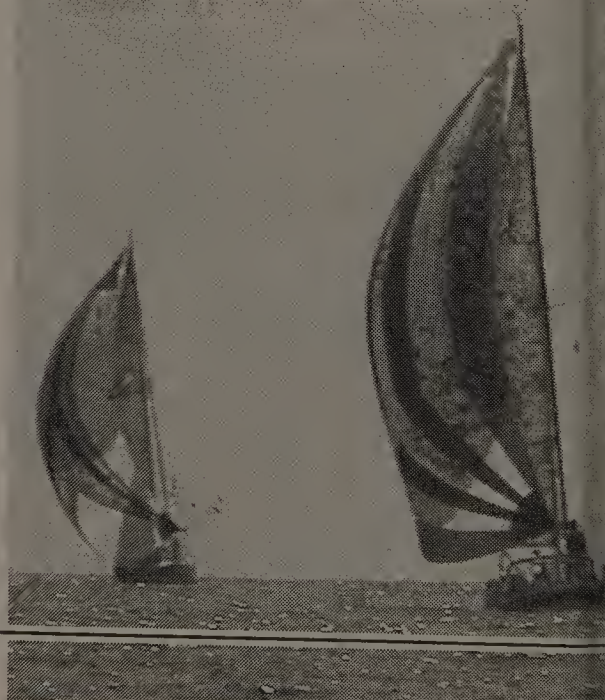
Sunday was the afternoon of the Sail Parade, and locals and tourists were encouraged to come along on boats in return for \$25 contributions. It proved to be very popular, as over 150 rides were sold, accounting for 16% of the total funds raised. The parade route was around the bay, then five miles up the coast to Ixtapa, where everyone filed past and saluted the Port Captain's boat.



Above and below — cruisers young and old donated time repainting a local school.



The pursuit race on Friday was in typical gear-busting Zihua conditions. Above and spread, the screaming reach to the finish.



— MIRACLE IN MANANALAND

The return to the bay was a free sail in moderate winds, giving all the guests a pleasant ride. Transportation to and from the boats was provided by cruisers who volunteered their dinghies.

The 2005 SailFest concluded with a

Wrap-Up Barbecue at MJ Ritchie's on the beach at Playa La Madera. Five restaurants set up tables, and attendees were able to choose from a variety of different foods. There must not have been many vegetarians, as the ribs sold

out in minutes! Jimmy Mamou, who has opened up the new Blue Mamou jazz club in Zihuatanejo, provided the entertainment. Lisa Martin presented recognition awards — with a special one going to Jane Saunderson of *Dream On*, who was declared this year's MVP for her tireless effort on the Donations Committee. The festivities concluded with a check for more than \$40,000 co-presented by Richard Bellack of the Bellack Foundation and SailFest Chairman Tom Collins of *Misty Sea*.



The quarterfinal round of the sandcastle-making contest. When the dust had settled, both cruiser and local kids came out winners.



ZIHUATANEJO SAILFEST 2005

The 2005 SailFest Committee is continuing to work on closing up loose ends and preparing a legacy book, which will be made available to the 2006 Committee to help them get started. The Committee is also preparing and distributing preliminary schedules to assist in publicizing next year's event, which will be held February 1-5, 2006.

If you haven't yet had the opportunity to attend SailFest, then you'll definitely want to consider adding it to your Mexico cruising plans for 2006. If you can't bring your boat down, then consider flying down and staying in one of the reasonably-priced

hotels so you can join in the fun to support a terrific cause.

That SailFest exists, let alone thrives, is a minor miracle It is a tribute to the groups of cruisers who each year have stepped up to the plate.

If anyone has any questions, visit zihuasailfest.com or contact Tom Collins at: admiral@ktb.net.

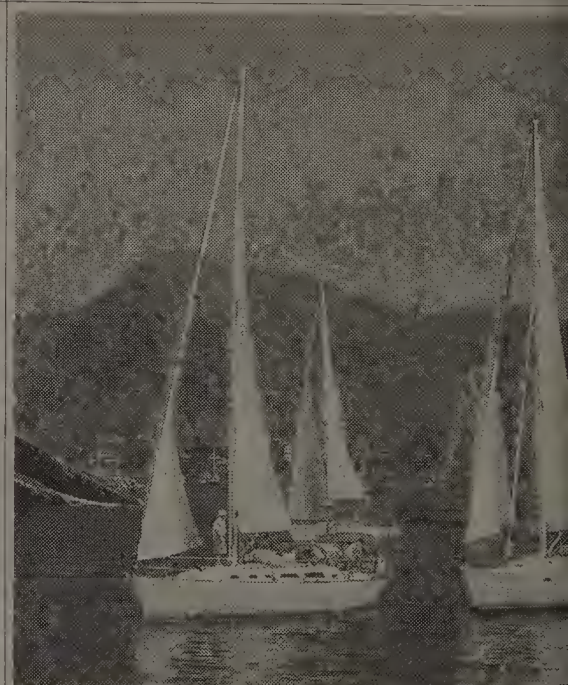
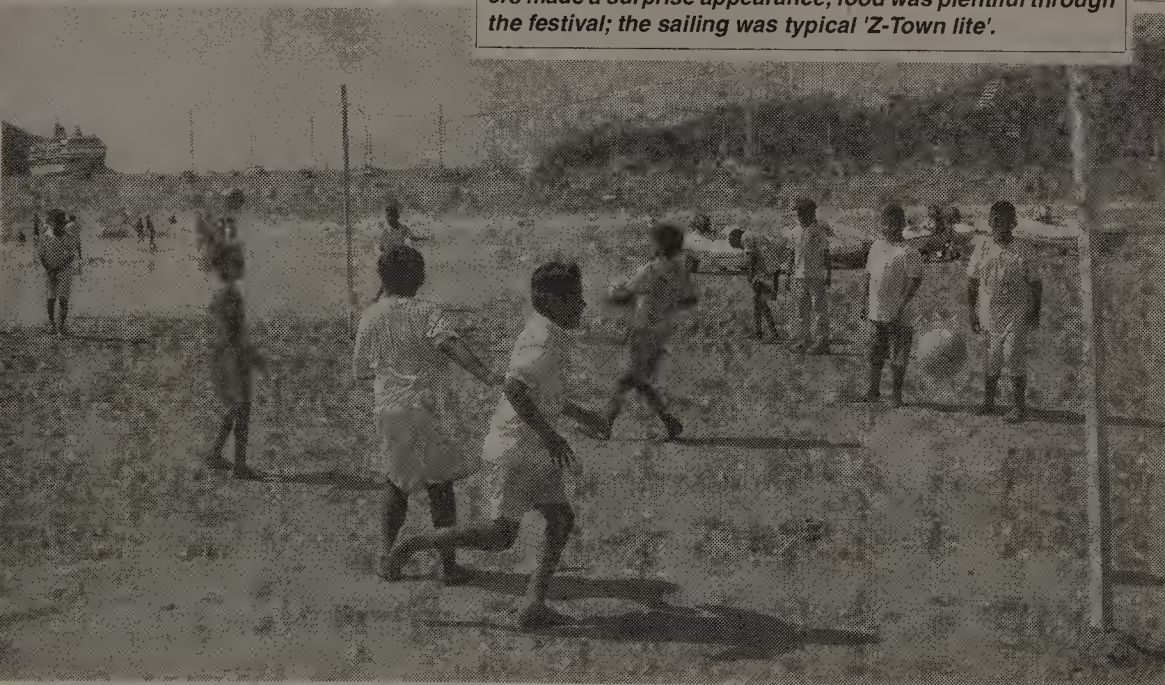
— tom collins

That SailFest exists, let alone thrives, is a minor miracle. The idea germinated near the end of the 2000 Ha-Ha, when the Grand Poobah / Wanderer asked some friends what they planned to do later that season. When it seemed like Blair and Joan

Grinols of the Napa-based 45-ft *Capricorn Cat*, the Tom Petty family of the Pt. Richmond-based *Wylie 65 Roxanne*, Jan and Signe Twardowski of the Gig Harbor, Washington-based *Sunder 64 Raven* and some others were going to be



SailFest gallery (clockwise from below) — not many cruisers could match the local kids in volleyball; blues man Jimmy Mamou; the sail parade proved very popular; dominoes proved as strategic as racing; the Dallas Cowboy Cheerleaders made a surprise appearance; food was plentiful through the festival; the sailing was typical 'Z-Town lite'.



— MIRACLE IN MANANALAND

around Zihua near the end of January, the Poobah/Wanderer suggested that it would be fun to have a big sundowner party aboard Profligate and do a fun little race for some unknown local charity. Everybody made a 'cruiser-casual' commitment to be there — and then actually showed up. By the time we on *Profligate* arrived, the cruisers in Zihua, assisted by Rick of Rick's Bar, had done all the work to put together an event that raised a shocking — at the time — \$2,000. From the very beginning Richard and Gloria Bellack of the Bellack Foundation — who love the area — jumped in with matching funds to bring the total to \$4,000.

Despite the fact that cruisers come

and go and there is no ongoing Zihua SailFest leadership, the amount of money raised has continued to grow. As memory serves us, it went up to about \$20,000 the next year, \$30,000 last year, and this year was over \$40,000. That this has hap-



2005 SailFest Participants

VESSEL	TYPE	HOME PORT	CREW
Air Power	S/V	Richmond, CA	Bob Grimes
Alaskason	S/V	Kodiak, AK	Chris Emery & Dawn Rehbock
Alaya	S/V	Oak Harbor, WA	Vince Moore & Jan Dahl
Aloha	S/V	Unknown	Steve & Enblanca
Anamchara	S/V	Somers, MT	Pete & Haylee Sauer
Arabella	S/V	Channel Islands, CA	Michael & Barbara Fulmor
Avanti	S/V	Alameda, CA	Sam Calmes & Nadia Kapp
Blue Point	S/V	Monterey, CA	Pat Price
Carmelita	S/V	Santa Cruz, CA	Paul & Carol Reid
Cupid	S/V	Lahaina, HI	Walt & Mary Lee Morgan
Denali	S/V	Coronado, CA	John Newstead & Scott
Desiderata	S/V	Ventura, CA	Mike & Nancy McConnell
Dolce Vita	S/V	Belvedere, CA	Mai Dolch & Lilia Asley
Dream On	M/V	West Coast Mexico	David Smith & Jane Saunderson
Edelweiss III	S/V	San Francisco, CA	Pete & Sue
Effie	S/V	Santa Cruz, CA	Alan & Margaret Mathison
Elusive	S/V	San Francisco, CA	Dick & Carol Desmarais
Endeavour	S/V	Vancouver, BC	Kim Sherback & Linda Tat
Freezing Rain	S/V	Astoria, OR	Don & Marie Irvin
Island Venture	S/V	Dallas, TX	Eric & Daniel Westerheim
Jambo	S/V	Friday Harbor, CA	Evan & Flossie Gull
Jamboree	S/V	Sisters, OR	Bruce & Nora Slayden
Joggins	S/V	Seattle, WA	Robert Furlow
Kalinga	M/V	Seattle, WA	George & Joanne Montaperto
Kavenga	S/V	Gig Harbor, WA	Steve & Kay Van Slyke
Klanoki	S/V	Rio Vista, CA	Klaus Brien
Last Resort	S/V	Seattle, WA	Steve & Susan Tolle
Legacy	S/V	Juneau, AK	Chris & Heather Stockard
Liberty Call	S/V	San Diego, CA	Gene & Sue Crabb
Maggie Drum	S/V	Anacortes, WA	Joe & Cindy Barnes
Megabyte	M/V	Ballard, WA	Dave & Debbie Lenartz
Meridian	S/V	Friday Harbor, WA	Roger Schip & Karen Koeppler
Mildred Kane	S/V	Emeryville, CA	Jason Ward & Joan Wright
Mira	S/V	Portland, OR	Dwight & Jan Rich
Misty Sea	M/V	Huntington Harbour, CA	Tom & Joanne Collins
Moana	S/V	San Diego, CA	Sam & Sally Peterson
Music	S/V	Sausalito, CA	Bruce & Bobbie McPherson
Naiad	S/V	Los Angeles, CA	Steve & Claudia Johnson
Nakia	S/V	San Francisco, CA	John Gratton & Linda Hill
Ocean Rider	S/V	Marina del Rey, CA	Dan Melnick & Michele Martin
Ocean Roamer	M/V	Marina del Rey, CA	Bob & Margaret Depalma
Oz	S/V	Port Townsend, WA	John & Audrey Pasternak
Paloma Blanca	S/V	Tucson, AZ	Tom & Katie Dameron
Pegasus	S/V	Seattle, WA	Gary & Sue Stephens
Persistence	S/V	San Francisco, CA	Tom & Wendy Hoffman
Po' Oino Roa	S/V	Newport Beach, CA	Jerry & Kathy McGraw
Ranger	S/V	Marina del Rey, CA	Paul & Marie Miller
Redwood Coast II	S/V	Santa Cruz, CA	Don & Anne Taber
Rod Lee	S/V	San Francisco, CA	John & Owen Hardisty
Sabbatical	S/V	San Diego, CA	Larry Pascoe & Don Woolery
Scarlett	S/V	Benicia, CA	Russ Eichner & Jane Powell
Seangel	S/V	Long Beach, CA	Mark & Debra Wilson
Semanship	S/V	Port San Luis, CA	John & Kay Semon
Shibui	S/V	Seattle, WA	Brian & Mary Alice O'Neill
Slip Away	S/V	Jacksonville, FL	Rich Crowell & Jan Schwab
Snow Leopard	S/V	San Francisco, CA	Gordon & Kaysea Ray
Snow White	S/V	Redondo Beach, CA	Hugh & Vicky Snook
Sun Seeker	S/V	Napa, CA	Al & Jeanne
Sunbreak	S/V	San Diego, CA	Dave & Leslie Emery
Tao Min	S/V	Bainbridge, WA	Kevin & Kathy Krause
Texan	S/V	Dallas, TX	Gary Kaczmarek & Lois Bonsall
Traveler	S/V	San Diego, CA	Dennis & Joan Hadley
Tumbleweed	S/V	Sausalito, CA	David & Molly Spaulding
Vamoose	S/V	Long Beach, CA	Mike & Sylvia Meyers
Western Grace	S/V	Edmonton, Canada	John & Joanne Van Strien
Windsong	S/V	San Diego, CA	Frank Nitte & Shirley Duffield
Wizard	S/V	San Diego, CA	Frank & Dianne Melone
Woodduck	S/V	San Francisco, CA	Cathy & Jason Pruette
Yemaya	S/V	Marina del Rey, CA	Bob & Bev Edmunds

ZIHUATANEJO SAILFEST 2005



pened is a tribute to the groups of cruisers who each year have stepped up to the plate. Consider, for example, that by mid-December of this year there were only three cruising boats in Zihua Bay, and just 20 by Christmas, a little more than one month before the event started. Yet the cruisers pulled together and pulled it off.

Bowling with gourds and waterbottles may have lost something in the translation, but the kids had a blast anyway.

Like all previous organizing committees, this year's group deserves special recognition. They are 2005 SailFest Committee co-chairs Tom & Joanne Collins of *Misty Sea*, along with Joe & Cindy Barnes of *Maggie Drum*, Evan & Flossie

Gull of *Jambo*, Dave & Debbie Lenartz of *Megabyte*, Frank Nitte & Shirley Duffield of *Windsong*, Mark & Debra Wilson of *Seangel*, Vince Moore & Jan Dahl of *Alaya*, David Smith & Jane Saunderson of *Dream On*, Rich Crowell & Jan Schwab of *Slip Away*, Sam & Sally Peterson of *Moana*, Steve & Claudia Johnson of *Naiad*, Bruce & Bobbie McPherson of *Music*, Gordon & Kaysea Ray of *Snow Leopard*, Dawn Rehbock of *Alaskason*, Gary & Lillian Rummery who are land-based, Rotary Club International Representative Lisa Martin, and Rick Carpenter of Rick's Bar. In addition to the tremendous effort needed to organize and run SailFest, many of these folks also volunteered to repair and paint at the local schools.

All you folks on the organizing committee, as well as all you folks who donated or participated, have done a wonderful thing. We at *Latitude* salute all of you for not just what you have done but for the example you've set of what can be done.

— latitude

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THE ROAD

As spectacular as San Francisco Bay is, there probably are a few sailors out there who have been doing it so long that they don't really notice the vistas much anymore. There may even be a handful who — dare we say it — take our dependable summer winds for granted. Sometimes it takes going somewhere else for awhile and coming back to really appreciate what we have here.

Or not living here in the first place. The wind, the fog and the vistas have always been the big draw for tourists. (Did you know San Francisco is the number one tourist destination in the U.S. and one of the top 50 in the world?) Combine those attractions with sailing and you have the subject at hand: the Road Warriors — the out-of-towners who live and work elsewhere, but come here to sail.

And when we say 'out of towners,' we're not talking about Walnut Creek. We're talking Southern California, Washington State, Utah — and even Japan. We contacted four of the most high-mileage of these folks we could find for the whys, wherefores and hows of their situations. They turned out to be some of the most fun interviews we've done in a long time, and each one renewed our appreciation of our wonderful sailing arena. We hope they'll do the same for you.

Dick Aronoff
Harry, Newport 30
Tarzana, CA

Dick bought *Harry* new in 1974 and has been racing her in YRA's Newport 30 one design fleet every summer since. He lived in the Bay Area back then, moving to Southern California in 1987. But if there were any thoughts of taking the boat south, they were fleeting ones. "For one thing, it's a great fleet and a great bunch of guys up there," says Aronoff, who manages commercial real estate in Tarzana (near Los Angeles). "Plus, Gary Mull designed the boat for the Bay — and that's where it performs at its best."

"It's quicker to fly up and sail the Bay than to drive down to Marina del Rey..."

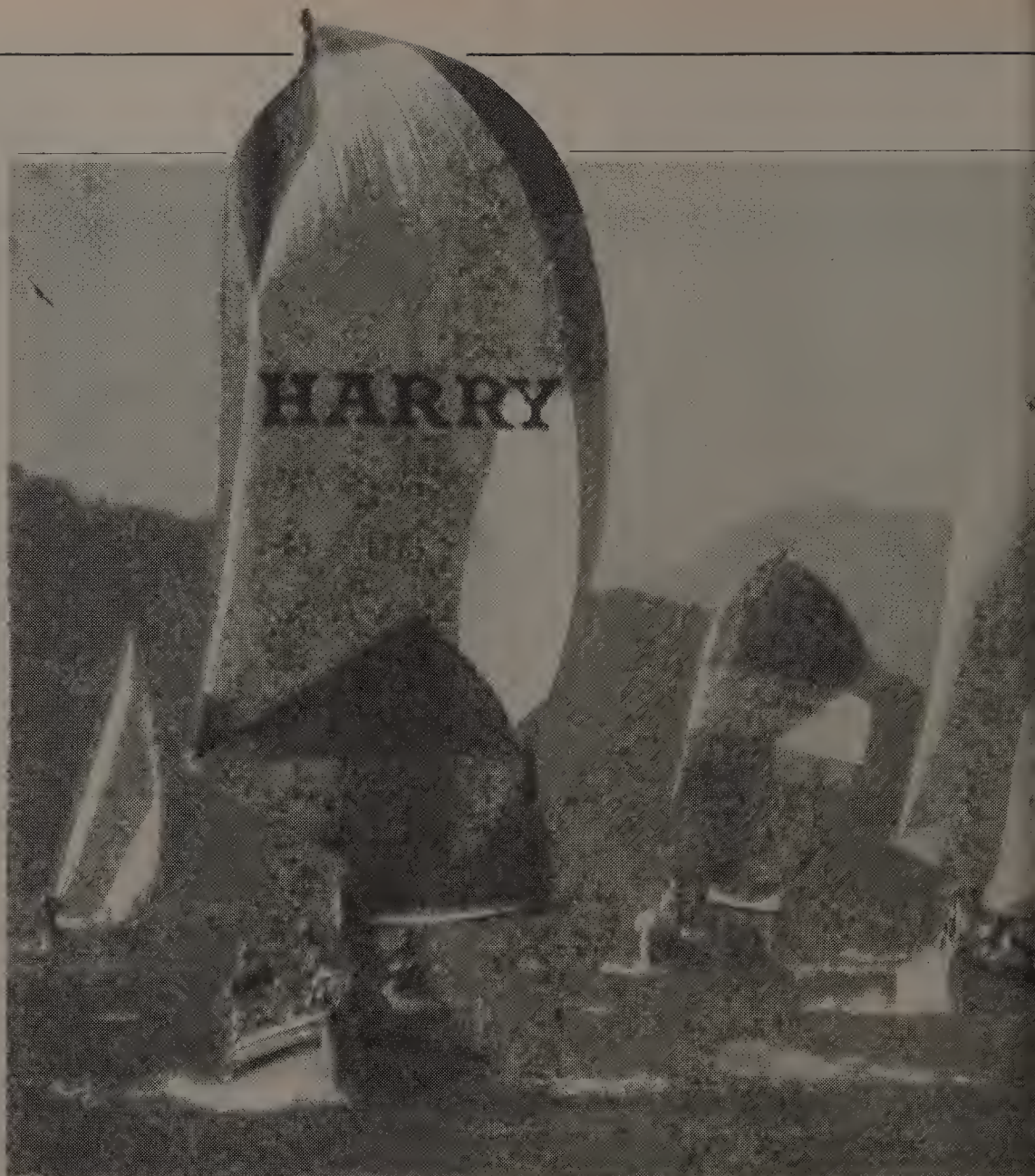
Many of Dick's crew also spread far and wide over time, but they, too, continue to return. Nick Abitsch, for example, lives in Reno and Alex Francis makes his home in Ventura. Richard Shulba drives from Grass Valley. *Harry*'s longest-running crew, Eric Sultan and Stuart Engle (who have sailed aboard since 1974 and 1979, respectively) still

live in the Bay Area, as do the remainder of the complement: David Suder, Randy Piazza, John Mara and Tony Wyant.

The typical weekend routine sees Dick board a Southwest Airlines flight in Burbank at 8 a.m. Saturday. He touches down in Oakland around 9, and gets picked up by a crewman. By the time they arrive at Nelson's, the drysailed *Harry* is in the water and ready to go. They rarely arrive in the starting area later than 10 — and the schedule "still leaves time to buy lunch for the crew." On Sunday, Dick usually catches the 8:30

p.m. flight home. He lives about half an hour from the Burbank airport.

And if you think traffic's bad up here, Dick reports that, even with the commute to and from the airport — and the flight itself — it's still quicker to fly up and sail the Bay than to drive down to a boat in Marina del Rey and sail from there. "The drive time is about the same



Above, with that spinnaker and her bright yellow hull, 'Harry' is hard to miss out on the race course. She's also usually in front of everyone else, having won the last three Newport 30 season championships. Inset, Dick Aronoff.

as the flight time," he says, "but once you get to Marina del Rey, you still have to go a fairly long distance to actually go sailing."

What keeps Aronoff and the *Harry* men coming back year after year? The great competition in the Newport 30 class, for one thing. But they also keep coming back for each other.

"These guys are my friends, and that's the most important thing," notes Aronoff. "There have been times, if the weather's really bad and it doesn't look like a fun day, that we just put the boat away and go to lunch. We're all over 50 so none of us have anything to prove anymore!"

If things go as planned, *Harry* will add one more long-distance crewman to her roster next year, Tom Bookwalter of Santa Fe, New Mexico. Tom was Dick's original partner in the boat, and a third of the reason for her unusual name: Tom, Dick and *Harry*.



mast had broken and been spliced badly, it was all mildewy. . .” But he lowballed the guy and bought old #16 anyway.

Not having any experience with keelboats, it took a few years to figure the boat out.

Along the way, a call to longtime Moore 24 Bay Sailor Joel Verutti for some general information netted Brad an invitation to sail the Bay on Joel’s *Mercedes*. That day hooked Butler on the speedy little Moore, the local fleet — and Bay sailing. From there, Brad developed a case of full-blown ‘Moorebola’ in the late ‘90s, purchasing *Eclipse* (#85) and going partners in *Morphine* (#72), both of which he also found in the Seattle area. He did sell *Salt Shaker*, but two owners later, she had been so beautifully restored that he bought her back. So now he sails *Salt Shaker* in local beer can races, *Morphine* in various seasonal Puget Sound events, and *Eclipse* in the main focus of his summer sailing program, the Roadmaster Series.

Here’s how it works. On Thursday afternoon, when Brad gets home from his management position at the phone company, he and crewman Steve Trunkey, who lives nearby, hook up the boat and load sails and gear into the diesel-powered Chevy Suburban (he’s on his third one). Another crew, Terry Williamson, arrives later in the afternoon. By 7 p.m., the

40-gallon fuel tank has been topped off, and *Team Black and Blue* is on the road again. Around 11, they pull into Portland, where crewman Tyler Bech (and sometimes Brian Petros) climb aboard. From there on, it’s more like a country-western song than a sailing adventure — end-

less truck stops, cheap snack food, trying to sleep and trading off drivers to keep alert. Toward that end, their road gear includes satellite radio and a set of headphones for the driver. “It really helps,” says Brad. “You just keep switching from comedy to reggae to whatever — something for everybody.” Brad’s personal recipe for staying awake also includes ‘mass quantities’ of sunflower seeds.

They usually arrive at the venue by noon on Friday and have the boat together and in the water within an hour. Most of the time, they stay in ‘Hotel Suburban’ or ‘Hotel *Eclipse*’, but occasionally will accept the hospitality of other fleet members. They take off for the return trip on Sunday night and unhitch *Eclipse* under her shed by Monday noon.

The major expense in the whole cycle is fuel. Butler figures they go through about 160 gallons each trip. If you’ve checked the prices of diesel lately, you’ll know these road trips cost a lot more now than they used to.

The fab four have had surprisingly few problems over the years — the most memorable was the flat tire on the trailer that nobody noticed until the tire was gone and it was just a smoking rim. The biggest irritation: when they hit those snow stations in the high mountain passes, and the Highway Patrol says they have to put chains on the Suburban and the trailer. (As happened on their way to the Great Pumpkin Regatta last October.)

Brad Butler
Eclipse, Moore 24
Bainbridge Island, Washington

Brad Butler is the most literal Road Warrior of our group. For the last six or seven years, he and his crew have trailered his Moore 24 *Eclipse* down to all the various Northern California venues for the eight-race Moore 24 Roadmaster Series — from Bainbridge Island, Washington.

It all started about 10 years ago when the then-hardcore windsurfer happened upon a sad-looking Moore 24 named *Salt Shaker* anchored in Gig Harbor. “It was totally hammered,” recalls Brad. “It had been stolen in Southern California, the



Above, Brad Butler (right) and his Great Pumpkin crew (l to r) Steve Trunkey, Terry Williamson and Ian Beswick. Left, Butler and his roadies can usually have ‘*Eclipse*’ in the water and sailing within an hour of arrival at . . . wherever.

And for a bunch of out-of-towners, they haven’t done badly on the local racing scene. *Eclipse* took the Moore 24 season championship in 2003. They were second in 2002 and third in 2004. *Eclipse* was also second in the 33-boat Moore 24 fleet in the recent Three Bridge



COURTESY JOEL VERUTTI

THE ROAD

Fiasco (a doublehanded event that Brad sailed with his *Morphine* partner Paul Fagét). That's quite a testament to how well this hard-driving group has learned their boat and our local waters.

Brad says he doesn't boardsail much

ally stays long enough to get in at least one more casual sail — or just spend a few days aboard at the dock. "It's a great

"I'm paying nearly \$40 less a month in Richmond than I did in Utah for the same size slip."

anymore. Doesn't need to. "Last year during the Moore 24 Nationals, we had a distance race out the Golden Gate and back. On the way back, a fog bank rolled in, so for a while, we were sailing by compass only. Then, under the Bridge, the fog opened up to brilliant sunshine and we planed down the Cityfront, right off the beach, in 25-30 knots of breeze. We even passed a 40-ft motorboat. It was easily as exciting as anything I've ever done on a windsurfer. Plus I got to share the experience with my friends."

Friends are the main thing that keeps Brad coming back year after year — both the ones he's made here and the "talented, low-key" guys on his crew. Other attractions are the terrific organization and competition of the local Moore 24 fleet, and the beautiful venues. "Plus it's warmer and doesn't rain as much," he adds.

"As long as my crew keep liking it, we'll keep doing it!"

Madame Y

MLady — Ulstrup 38 sloop
Tokyo, Japan

By far the long distance winner of all our Road Warriors is Madame Y, who requests that her real name not be used. But we can tell you that she is a medical doctor based in Tokyo.

Madame first sailed 20 years ago with friends out of Tokyo. But she didn't really catch the 'bug' until she experienced the sailing scene and spectacular vistas of San Francisco about 15 years ago. She took sailing courses in Redwood City in 1990 and three years later bought the classic Ulstrup sloop *MLady* as a birthday present to herself.

"She was built in 1937, the same year as the Golden Gate Bridge," she notes.

Madame generally makes two trips to the Bay Area a year, one for scientific meetings and one to sail *MLady* in the annual Master Mariners Regatta (held every Memorial Day Saturday). She usu-

ally stays long enough to get in at least one more casual sail — or just spend a few days aboard at the dock. "It's a great

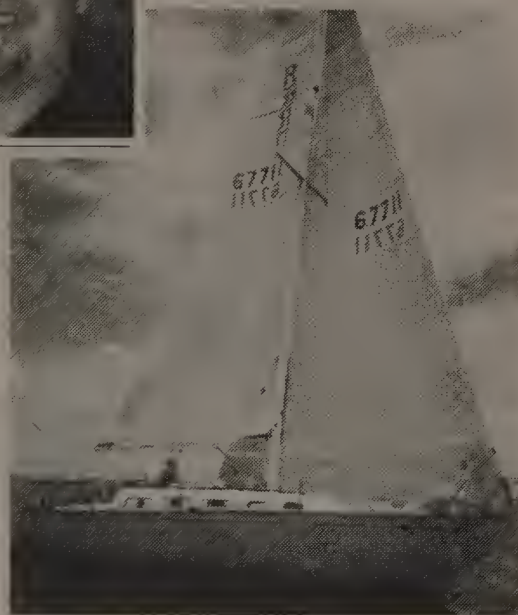
place to write a grant application," she notes. "But a few days stay is enough for me," she admits. "I cannot have a long vacation — I'm a workaholic!"

Madame Y says the boat leaks quite a bit after the workout of the Regatta. So her 'worst of times' was the night she spent the night aboard, but woke up to find the boat was seriously filling with water. Fortunately, the pumps handled it, but "That was the most scary event for me," she says.

The best of times? The two regattas in which *MLady* got the perpetual trophy for fastest Marconi-rigged yacht around the course.

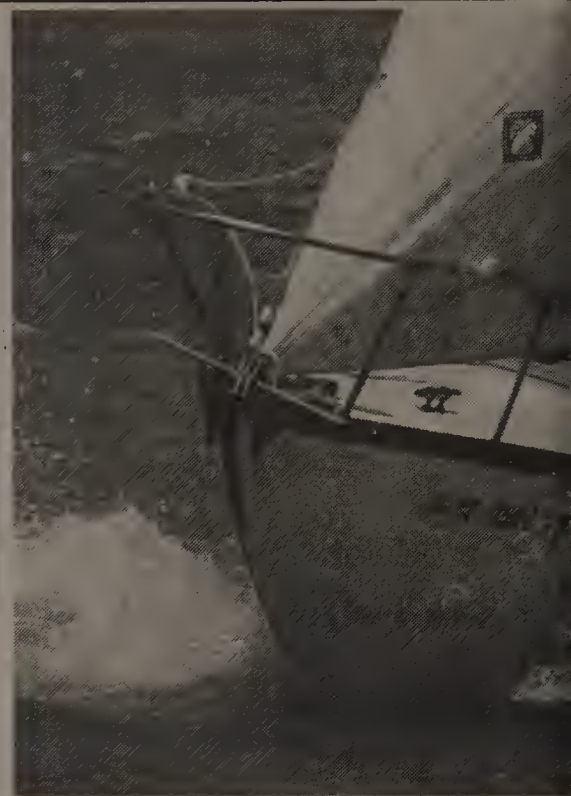
In Madame's absence, *MLady* is kept up by Marvin

Salty dogs — Steve Ingram and 'Moonshine' hail from Utah's Great Salt Lake, which can be up to 5 times saltier than the ocean!



Marshawsky, who also skips the boat during the regatta. Her revolving crew roster — she usually races with six — also includes regulars Louis and Karen Adamo.

If we understand her correctly (this interview was by email), Madame Y's



once-a-year San Francisco adventures are the only sailing she does these days. "I have never dreamed about sailing in Japan," she writes. "I can buy a boat, but I cannot keep it here because there is a long line for slips near Tokyo."

Steve Ingram

Moonshine, Ranger 33
Salt Lake City, Utah

Although he's a native San Franciscan, Steve Ingram has lived, worked and sailed in the Salt Lake City area most of his 44 years. He learned to sail at the age of 12 on the Great Salt Lake, and was involved with a number of family-owned sailboats over the years, including an Islander Freeport 36, a Peterson 34, and a 34-ft trawler. In 1985, he bought *Moonshine*, a Ranger 33, in San Diego and trucked her to Utah. For 19 years, he raced, cruised and enjoyed sailing this unique 'inland sea'.

"The Great Salt Lake has nearly 2,000 square miles of navigable water, yet its average depth is only 18-20 feet," notes Steve. "There are seven islands, the largest slightly smaller than Catalina, that offer great cruising reminiscent of the Sea of Cortez."

Since the lake never freezes — and with the boat only 15 minutes from home — Ingram used to sail year-round. Until the big drought. For the last 5 years, the lake has dropped about 10 feet, leaving only 4.5 feet of water in the entrance to the largest marina. "Due to lack of funding and shortsightedness on the part of our State Park staff, the entrance was never dredged," says Steve.

In the spring of 2004, with a hot summer forecast and evaporation taking even more water off the lake, Ingram made the big decision. He once again loaded *Moonshine* onto a truck and this time headed

COURTESY STEVE INGRAM

WARRIORS



LATITUDE 38/JR

The owner of the classic Ulstrup sloop M'Lady flies in from Japan to race her in the annual Master Mariners Regatta.

for the Bay. He'd previously made a road trip to shop for marinas and settled on Richmond's Marina Bay. How does it compare with the Salt Lake facilities? "I have found that the difference in ma-

rina amenities and the quality of docks, grounds and service are far superior to anything you would find in Utah. That part may not be surprising, however, would you believe I'm paying nearly \$40 less a month in Richmond than in I did in Utah for the same size slip! All these reasons, coupled with the simple fact

that my boat is back in ocean water with limitless destinations down the road has made the move very rewarding."

In the nine or so months the boat has been here, Steve and his family, wife Heather and boys Alec, 11, and Tyler, 13, have visited eight times and stayed at least a week at a stretch. Most often, they'll make the 10-hour drive by car, sometimes stopping in Reno to unload some change. Occasionally they'll fly in and out of Oakland. Perhaps the most enjoyable trip was aboard Amtrak's California Zephyr last year, even if it did arrive four hours late. Steve owns a small dental lab and can 'work ahead' once in awhile to make these extended sailing vacations possible. (He also owns a dinner cruise business on the Great Salt Lake that he can hand off to his competent captains while he sails the Bay.)

And get this, Steve has enjoyed the move and the Bay so much that he has convinced five other boat owners from the Great Salt Lake to also make the move to the West Coast!

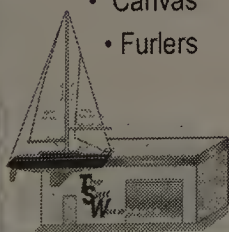
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WINDWARD

Sports are full of defining moments — spectacular performances that change the direction of the game and forever delineate old from new. In Bay sailing, one such moment occurred during a 1948 regatta when the 83-ft M-Class sloop *Windward* sailed from the tip of Alcatraz to what is now Blackaller Buoy — in one tack. Such windward ability was unheard of at a time when schooners ruled the local racing scene. On that afternoon, the writing was on the wall for all to see: the reign of the schooner was over, and the sloop's had just begun.

Windward's time in this earthly vale was limited — she raced the Bay for only a dozen years before moving to Southern California in 1956. Two years later, on the way home from the '58 Acapulco Race, she dragged anchor onto the beach near Puerto Vallarta and was broken up by surf. But her legacy to Bay and West Coast racing was significant, and her story is a fascinating one. In the first of a two-part series, St. Francis YC curator and historian Robert 'RC' Keefe revisits a time not so long past, when, even during the Great Depression, there were men who could move mountains — or 80-ft sailboats — with the stroke of a pen...

Windward was designed by Charles Mower for Junis Morgan, Commodore of the New York Yacht Club. She was built at the Nevins Yacht Yard on City Island and launched in 1929. By all accounts, she was as fine a yacht as could be built, and with her highly polished varnished topsides, a striking sight to behold. She enjoyed spirited competition on the East Coast until the Great Depression put a stop to expensive hobbies like sailboat racing. Sometime in the '30s, *Windward* was taken out of the water and put on indefinite reserve status in a shed at the Nevins yard.

Enter Cyril Tobin, a senior partner in the San Francisco law firm of Tobin and Tobin, and commodore of the St. Francis YC. One of the original members of the club, Tobin had owned many big and small boats, including the 6-Meter *Naiad* (which competed in the 1932

Olympic Trials in Long Beach), the 69-ft yawl *Galatea* and the 84-ft centerboard schooner *Sartartia*. By the late '30s, he was in the market for something new.

With nothing appealing to his tastes on the West Coast, Tobin dispatched his longtime friend and confidant, Lester Stone, to the East to find him a suitable yacht for the next Honolulu Race, which was scheduled to start right here in San Francisco Bay as part of the 1939 World's Fair at Treasure Island.

Stone found great success in his search in the general New York Area. The Great Depression was at a low point, and many large yachts were for sale at bargain prices. In particular, he liked the 72-ft staysail schooner *Joan*, which had an interesting story of her own. She had been designed by Belknap & Paine in 1929 as a 12-meter, and construction had started at the Lawley Yard in South

Boston in 1930. However, because of the Depression, the original owner could not complete the contract and the yard took over the incomplete yacht.

George Lawley thought at the time that the new boat was far more likely to sell as a 'proper' yacht than a 'skinned out' racing 12-meter, so he had her finished out with a newly designed staysail schooner rig. Stone and Tobin completed the deal over the telephone and Tobin added one request: that the yacht's new name, *Sea Weed*, be put on her transom prior to shipment. *Sea Weed* arrived at her new homeport on the Bay in January, 1937.

Sea Weed was very active during 1937 and 1938. Tobin raced her in most all the Bay races, and in the Lightship and Farallon Races each year. He liked the river country, and spent several weeks a year tied up to the banks on Steamboat Slough.

In 1938, *Sea Weed* cruised down to Santa Barbara to participate in the annual Pacific Coast Championship Regatta. There he raced against several of the best large yachts in Southern California. Among them was Charles Wyman's 83-ft M-class sloop, *Patolita*. Wyman was the president of the John Deere Tractor Company in Moline, Illinois, and had little time for sailing after he became one of President Roosevelt's "Dollar A Year Men." While he could not race *Patolita* to Honolulu the next summer, he did agree to send his big sloop up to San Francisco

'Windward' stretches her long legs on the Bay soon after recommissioning in 1946.



— MAGNIFICENT M-CLASS



COURTESY RC KEEFE

for some racing with Tobin prior to the start of the Hawaii race. These meetings were very instrumental in Cyril Tobin moving on to his next yacht.

The 1939 Honolulu race proved uneventful for Tobin and his *Sea Weed*. It was a light-air year with *Sea Weed* correcting out to second in Class A. During the race Tobin made up his mind that he would sell *Sea Weed* — not that there was anything wrong with her, but he had seen Wyman's *Patolita* twice made up his mind that he wanted a big sloop just like her. So he put Lester Stone back on the train for New York.

M&Ms — 'Windward' (left) and 'Patolita' match up on the Bay. 'Patolita' later became the Newport-based 'Sirius.'

The only problem was, none of the three Ms left back East were for sale.

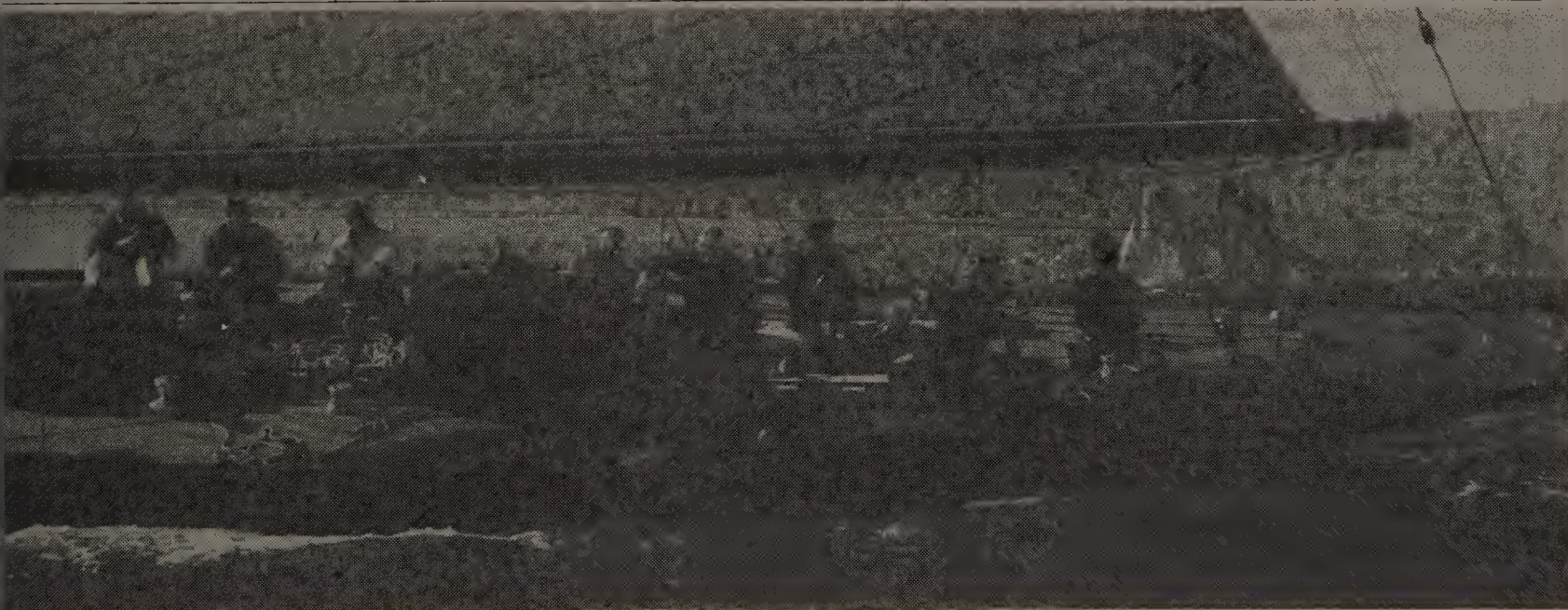
Stone arranged to have lunch with Harold Vanderbilt at the New York Yacht Club. Vanderbilt had built the M *Prestige* in 1928, and used her in the development of his America's Cup J-Class yachts *Enterprise* in 1930, *Rainbow* in 1934 and *Ranger* in 1937. He had recently taken delivery of his new 12 meter, *Vim*, which had been built at the Nevins Yacht Yard at City Island.

He told Stone about *Windward*, which was in storage at Nevins, and that she just might sell, since the M class had ceased to race any longer as an organized class (victims not only of the Depression, but by this time World War II, which was already raging in Europe). He also suggested that Stone look at the M *Istalena* which was in storage at the Herreshoff Yard in Bristol, Rhode Island, where she had been designed and built in 1929.

Stone thanked Vanderbilt for his time and help and immediately went up to Rhode Island to look at *Istalena*. He didn't like what he found. The boat was in the water, and not at all in good shape. She could likely be had for \$30,000, but would require at least \$50,000 of work to bring her up to proper yacht standards — not including shipping expenses to the West Coast. She was also a little extreme for Tobin's liking, being double ended and carrying a very radical double headsail rig which had never been overly successful in her best racing days.

The next day, Lester was on the train to City Island, New York.

What he found at the Nevins Yard was counterpoint to everything in Bristol. *Windward* was stored under cover in a building in the Nevins yard — built specially for her — and had a full time captain and deckhand looking after her. The captain was the same one she'd had ever since Nevins had launched her 20 years before! She was in excellent condition with two complete rigs — both of which were in an adjacent spar shed being stripped and revarnished at the time of Stone's visit. All of the metal fittings had been removed, inspected and replaced as needed. All of this was being



ROMAINE PHOTOGRAPHY/COURTESY RC KEEFE

WINDWARD

done in spite of the fact that there was no indication of when or even if she would be put back into commission!

Lester Stone was suitably impressed and indicated to Tobin that he should buy *Windward*, "as is, where is" regardless of the asking price. The problem — once again — was that there was no asking price. Stone attempted a meeting with owner George Lauder, but his request was declined with respect. *Windward* was not for sale. Tobin instructed Stone to return to San Francisco, "and leave dealing with the owners to me."

Tobin was not without influence. His law firm owned the Hibernia Bank, a major force in West Coast banking circles with good New York connections. And Tobin was the president of the Bank.

For the rest of 1939 and 1940, Tobin raced and cruised *Sea Weed* as before around San Francisco Bay. He planned to go into Southern California waters in 1941, but had no interest in that year's race to Hawaii, which turned out to be almost a non-event with only a few yachts entered. While America was not yet in the war, German submarines had reportedly been operating in the Pacific — which didn't do much to stimulate ocean racing.

In September, 1941, Tobin was in New York on business. For over a year, he had been making contacts that he hoped would lead to acquiring *Windward*. By now, he was an officer of the TransPacific Yacht Club, and a Staff Commodore of one of the most prestigious yacht clubs on the West Coast. Perhaps all of these things would have some bearing on his intentions.

He never met with Lauder, and never went out to City Island to see the boat, but he did have lunch with Henry Nevins in midtown, New York. Back in San Francisco a few days later, Tobin received a telephone call from Nevins: if Tobin was still interested, *Windward* could be bought for \$95,000. Tobin's reply was that Nevins could pick up a bank draft for that amount the next morning at the Chase Manhattan Bank. Nevins only had one stipulation: *Windward* had to be moved from the building she was in by year's end. He needed the space for building small ships for the Navy.

Tobin immediately called Stone and told him to get on the train again to New York and get *Windward* on a ship headed for San Francisco. But before he could depart again for the five-day trip (each way), Stone ran into a couple of prob-



Cyril Tobin's 'Sea Weed' (shown here at the start of the 1939 Honolulu Race) sported a schooner rig on a 12-Meter hull.

lems. He could not find any ships sailing from any New York ports before year's end — at least no ships with enough deck space to handle an 83-ft yacht. Also, he was unable to find an underwriter to insure the yacht as deck cargo with a war going on all over the Atlantic.

On December 7, 1941, it became apparent to all involved that *Windward* wasn't going anywhere until the conclusion of World War II.

There was thus no reason for Lester Stone to get on the train. What needed to be done could be accomplished at arm's length. The yacht could remain in her shed at the Nevins Yard for storage charges of \$1,200 a year. Any maintenance would be billed on a regular hourly basis of \$7 an hour.

In light of events to that point, Lauder's attorney contacted Tobin a few months later and offered to return the bank draft and call the whole thing off. Perhaps they could enter into a contract at some time in the future under more suitable circumstances. Cyril Tobin called Lauder. As they spoke together for the first time, Tobin thanked Mr. Lauder for his kind and generous offer. However, he felt that the contract should remain as written, and he should take possession of *Windward* when the opportunity

next presented itself. They never spoke again.

All things considered, the only option at that point was to hope for a short war.

The war ended in 1945 and in December of that year, in a driving snowstorm, *Windward* was finally loaded aboard the freighter *Alaska Bear* to start her journey to the West Coast.

The ship was to make several stops before arriving in San Francisco, not all of which were identified at departure. Tobin wanted to be able to call the ship by radio telephone at various times to see how the trip was progressing, and how his yacht was faring. Nevins had given the chief mate on the ship \$100 to look after the boat as best he could, with an assurance that there would be another \$100 for him in San Francisco if she came off the ship in the same condition as she went aboard. (*Windward*'s long-time captain and deckhand had left to stay in the employ of Lauder.) Tobin even suggested that Stone send a man to Panama to go aboard the ship and inspect the yacht.

It's hard to fault Tobin for being overly nervous about *Windward*'s transit. After all it had been five years. Fortunately cooler heads prevailed, and by the end of February the *Alaska Bear* had cleared

— MAGNIFICENT M-CLASS

the Panama Canal and was scheduled for arrival in Los Angeles the first week in March.

By this time, several of Tobin's yachting friends were aware that *Windward* was getting close. Two of them, Charles Wiman and Donald Douglas, put together a very nice arrival present for Cyril Tobin.

As mentioned, Wiman owned the M-Class yacht *Patolita*. Douglas owned the modified M *Endymion*. (See sidebar.) Douglas was also the president of the aircraft company that bears his name, and on March 9, 1946, he sent his own corporate DC-3 up to Mills Field in San Francisco to pick up Tobin and Stone and fly them to Long Beach.

They immediately went to San Pedro and boarded the *Alaska Bear* as she was being tied up. Douglas had called ahead to the Captain who saw to it that *Windward* got cleaned up before the entourage arrived. That morning, she had been hosed down with fresh water, and the whole package looked to be in first-class condition. The party then left for Los Angeles and lunch at the California Club. By 4 p.m., they were airborne and headed back to Mills Field. It was a great day for all involved, particularly Tobin and Stone — neither had ever flown before.

Four days later, the *Alaska Bear* was secure at Pier 9 on the San Francisco waterfront. It had taken over five years for Cyril Tobin to get *Windward* from New York to her new home port — but, as it turns out, she still wasn't finished playing 'hard to get.'

The ship was scheduled to sail for Tacoma within 48 hours. Normally, getting *Windward* off in that time frame was no problem. However, since the end of the war there had been a great deal of labor unrest on the San Francisco waterfront. Harry Bridges and the Sailors Union of the Pacific were on a work slow-down, and almost nothing in the way of cargo was being handled.

Of course, this situation had been known to Stone and Tobin for some time. But it was hoped that together, they'd have enough clout along the waterfront to get *Windward* offloaded. The steamship line was also interested in expediting the unloading — not only did they want their ship to sail on time, they also needed to load a very large locomotive as

deck cargo right where *Windward* was sitting. All parties quickly learned that a quick unloading was not going to hap-

WHAT IS AN 'M'?

The M-Class was a development of the Universal Rule, an American invention whose classes were identified by letters: S, R, P, Q, M, J, etc.

The ultimate and perhaps best known expression of the Universal Rule was the J-Class, the 130-ft sloops that raced for the America's Cup in the '30s. But in the '20, '30s and '40s, racing was hottest and heaviest in the smaller classes. In Northern California in particular, R and Q-Class racing was very competitive.

M was perhaps the most confusing of the Universal Rule classes. Only a handful of 'true' M-class sloops were built in the U.S. before the Great Depression killed the class. However, other boats or classes that started life as something else were occasionally reclassified as M's. The New York 50 class sloops — 50 feet on the waterline and about 70 overall — were a good example. If rerigged from gaff to marconi, they were also considered M boats.

Don Douglas's *Endymion* had perhaps the strangest transformation. In 1937, Douglas and *Patolita*'s Charles Wiman challenged each other to a series of races — with the loser pledging to change his boat's rig to match the other! Douglas lost, and within a year, his 80-ft *Endymion* went from a schooner to a sloop — and later to an 'M.'

The Universal Rule eventually gave way to the European-developed International Rule, whose classes were delineated by numbers: 6-Meter, 12-Meter, etc.

pen. Big fancy yachts were not something the unions had much use for.

Tobin and Stone retreated to the St. Francis Grill Room to reconsider their options. There they fell in with fellow members Tom Crowley, Ray Bowes and other literal 'movers and shakers.' Plan B quickly took shape.

The next morning, Tom Crowley had one of his big Crowley Maritime tugs move a heavy lift crane barge alongside the *Alaska Bear*. Ray Bowes owned a ship fitter's company, and was standing by with a union-card-carrying crew to go aboard to do the deck work and

rigging. And so it went. *Windward* was overboard and floating by 10 a.m.

Windward's two masts have already been mentioned, but it wasn't until she (and a later railroad freight car) arrived that the staggering extent of her full inventory was realized. In addition to the two like-new masts (with three sets of spreaders and a set of jumper struts, all of which were packaged and labeled along with spares of each piece), there were four 32-ft spinnaker poles (two round, two square), and two booms (a 'Park Avenue' main boom, and a conventional boom that showed no indication of having ever been used).

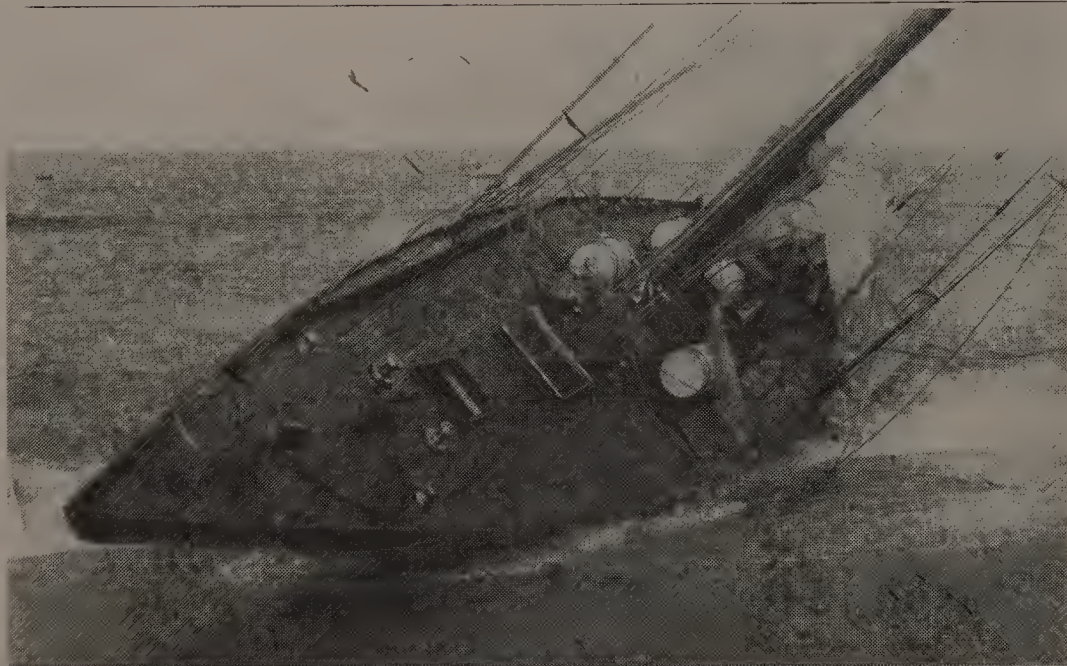
There were three complete sets of standing rigging all coiled into 5-foot diameter circles. It took two men to pick up one of these coils. All of the miscellaneous hand tools must have weighed at least a ton. Each of her bronze winches — which were designed and built specifically for *Windward* in the machine shops at Nevins — was packaged separately, labeled as to where it was to be mounted, and included all mounting screws and bolts, as well as two large boxes full of spare parts.

Another box was filled with 40 bronze winch handles. The eight main shroud turnbuckles each stood 4 feet off the deck and weighed about 60 pounds. One carton was full of nothing but cans of bronze polish.

All of her bedding, mattresses, towels, cushions, pillows, etc., were packaged and labeled. Most everything had been embroidered with the name *Windward*, which also appeared on all her flatware and dishes. (Stone suggested to Tobin that he join the New York Yacht club as most marked things also carried the burgee of that club. Within a few months Tobin did just that.)

There were 42 bronze turnbuckles and more than 100 varnished wooden-shelled blocks — all labeled as to use, and all recently greased and serviced. She had been designed with three heads — none were in the yacht, but there were six in the freight car, all as new. There were six anchors of various sizes and types, and much ground tackle to go along with them. On the floor of the car, Stone's crew even found a mooring can, complete with chain and a very large mushroom anchor.

The list went on: painting and varnishing equipment and supplies; fitted deck covers of all sizes and shapes; a full-length winter cover (which looked unused) along with the wooden structure



COURTESY RC KEEFE

used to support the cover to keep the snow off her if stored outdoors. Nicely packed in a specially built teak case was something you don't see much of these days: the ship's arsenal — two shotguns, two Winchester rifles and two Colt handguns. All were in excellent con-

End of the line — 'Windward' on the beach in Mexico in 1958. The beautiful boat broke up before she could be refloated.

dition as were several hundred rounds of ammunition and a cleaning kit.

There were also many unidentified things, and outbursts of, "What the hell

is that?" were frequently heard. One of those items turned out to be a lobster trap. It, along with the big winter cover and many other things, was given to the local Sea Scouts. Even then, Stone didn't have storage space for all of *Windward's* gear at the yard, so he rented space in a building across the street, and everything was moved over there.

Cyril Tobin was in the yard almost every day as *Windward* and her gear were sorted out and she was slowly brought back into commission. He never let Stone forget or lose track of his most pressing objective: *Windward* was be ready to participate in the 1949 Honolulu Race.

Neither man was sure quite what that would be like — while *Windward* had done a lot of racing in her 21 years, she had never sailed in the open ocean, let alone raced across one.

— rc keefe

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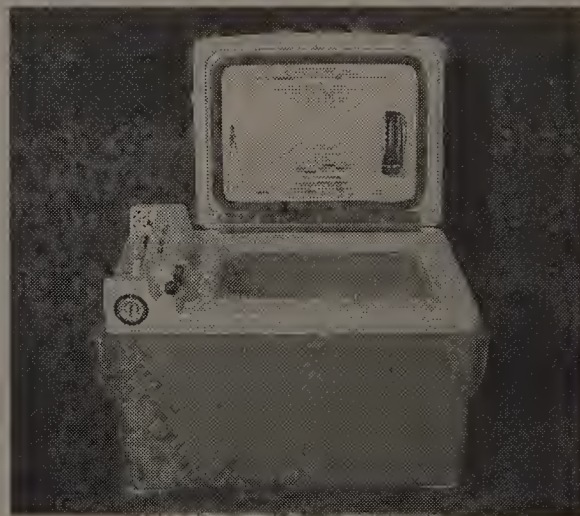
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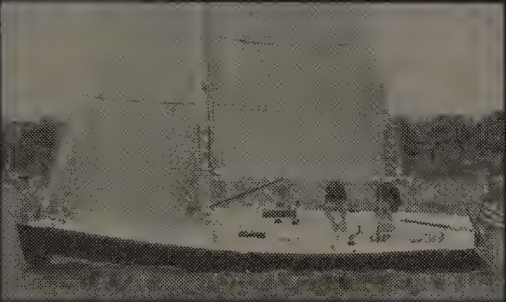
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BERKELEY YC MIDWINTERS

On Saturday, February 12 — exactly 196 years after our 16th president was born in a one-room log cabin in Kentucky — the '04-'05 Berkeley YC Midwinters finally caught a break. The fourth and final race of the popular Saturday Series, which attracted 83 boats out to the Berkeley Circle, was sailed in perfect conditions — a 10-knot westerly, flat water, and sunny skies. Summer, it seems, can't be far behind.

"This almost makes up for the first three races," commented race co-chair-for-life Bobbi Tosse. "The first two were ugly drifters, and the third one was cold, wet and too windy. We were overdue for a decent day, and this one was about as good as it gets around here in February. It was nice to end the Series on a high note."

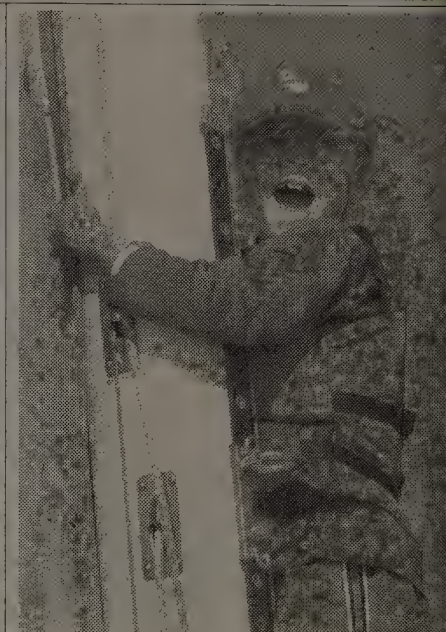
After a 55-minute postponement, a gentle westerly filled in, and the fleet got underway to 'F', the windward mark. The wind stayed steady from the west and peaked at the forecasted 12-15 knots during the 8.8-mile triangle, windward-leeward race, making for a good and fair contest. Henry King's Tartan Ten *Jeanette*, the unofficial star of this year's BYC Midwinters, took a close second to *Jane Doe* to finish the Series with a 1,1,1,2 record — pounding the S.F. 30-Footers by 17 points. *Bodacious*, John Clauser's venerable Farr One Tonner, also had a noteworthy regatta, putting together a 2,2,1,1 string in beating up Division A.

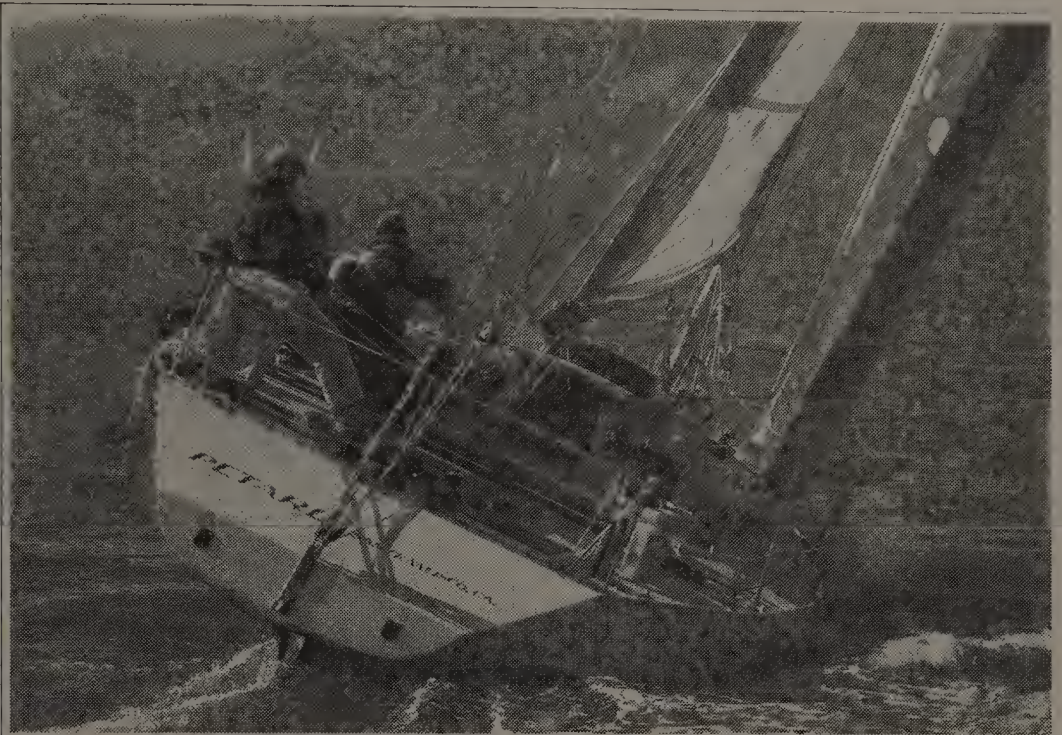
The Sunday Series, which for once didn't feature better weather than its Saturday counterpart, was sailed in a mild, 5-10-knot southeasterly under gray skies. Just 24 boats showed up for the slow race, which employed 'D' as the top mark. A trio of Tahoe boats — *Personal Puff*, *Merlin* and *Racer X* — swept the 'big boat' division, while Andy Macfie's *Hoot* won the Olson 30 one design class. Macfie also won the Olson 30 class in the Saturday Series, making him the only double winner this year.

Podium finishers of both the Saturday and Sunday Series advanced to the Champion of Champions, which was scheduled for February 27, after we went to the printer. Check out www.berkeley-yc.org to see who won.

— latitude / rkm

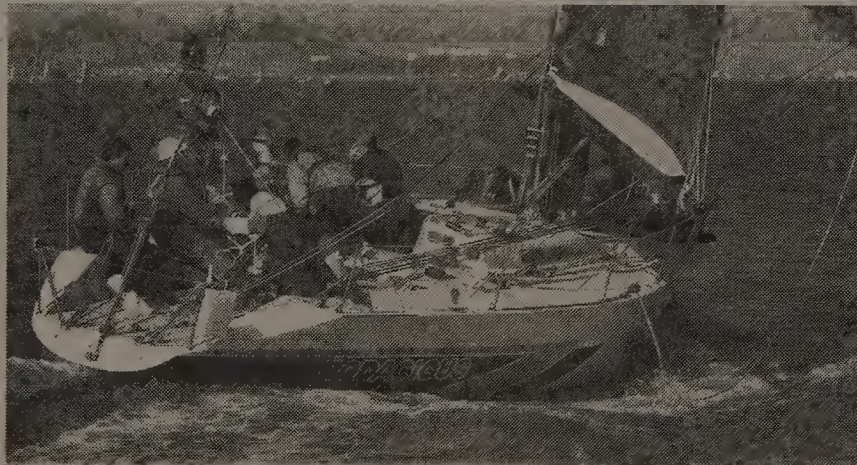
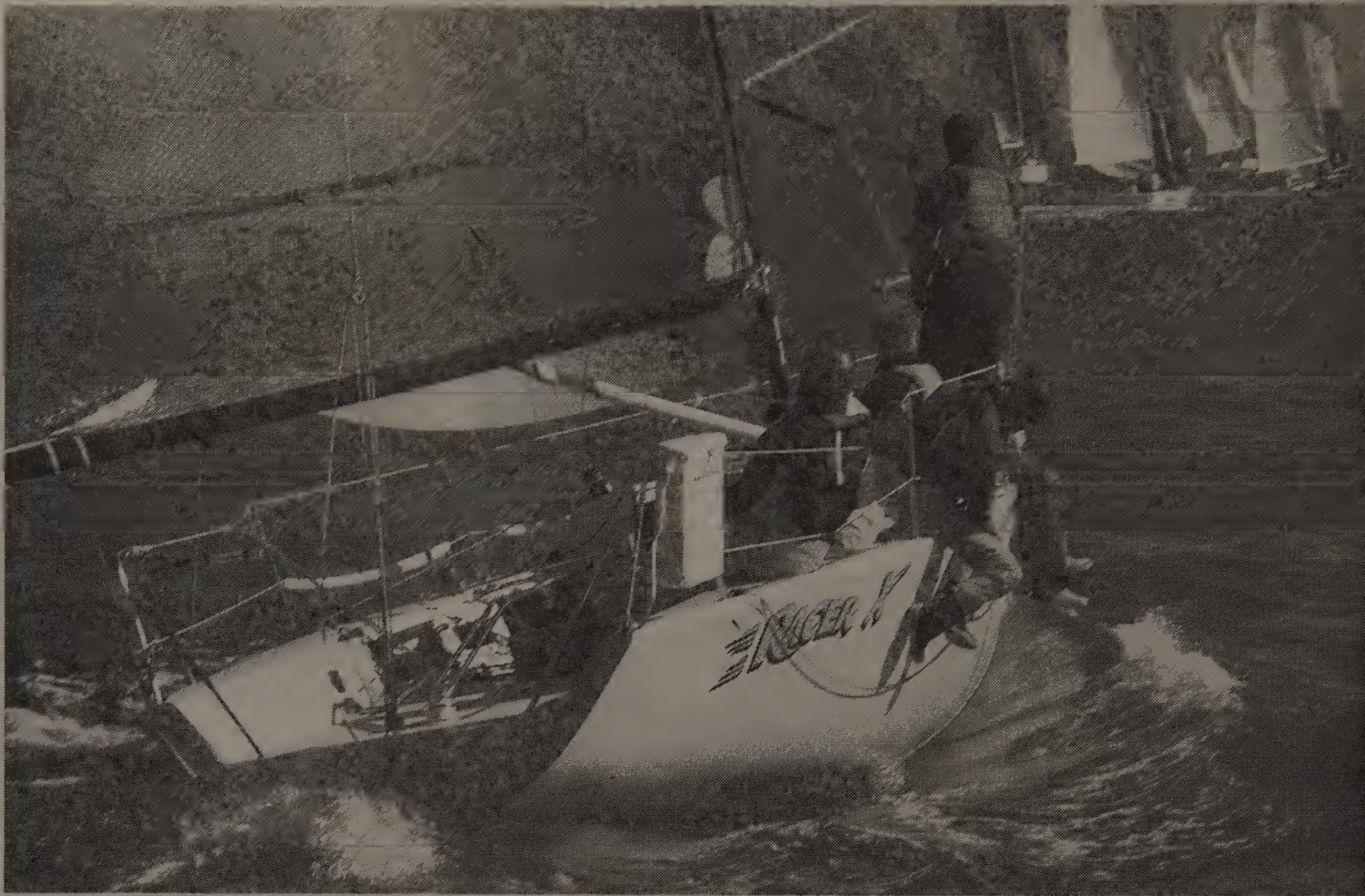
This page, clockwise from top — The Melges 24 'Aqua Nut' hard on the heels of sistership 'Wuuf Daddy'; 9-year-old El Toro sailor Hayden Stapleton helped his father Tim sail 'Ypso'; this Moore 24 was one of several boats that misjudged the flood and hit the weather mark (at least one compounded the error by clawing back upwind and rerounding the buoy).





This page, from top — The Farr 36 'Petard' finished the Series off with a bullet in Division B; the Newport 30s 'Achates' and 'Zeehond' were never far from each other all day; the blue Melges 32 'Merlin' leads 'Bodacious' at the wing mark. All photos 'Latitude'/rob.





Berkeley Midwinters, clockwise from above — 'Bodacious' won Division A for the day, as well as overall; the Mumm 30 'Racer X' catches up with her peers; the Cal 2-27 'Ypso' chases the quarter tonner 'Hippo'; the J/105 'Advantage', which sports a genoa during the winter, took second overall in Division A.





BYC Mids, cont'd — Clockwise from left, the Olson 30 'Voodoo Child' on the starboard layline; the Melges 32 'Merlin'; the N/M 28 'Buena Vida XII' chases 'Relentless'; the new Sydney 38 'Double Trouble' took the gun in Division A.



BERKELEY YC MIDWINTERS

SATURDAY SERIES (overall):

DIV. A (< 79) — 1) **Bodacious**, Farr One Ton, John Clauser, 6 points; 2) **Advantage 3**, J/105, Pat Benedict, 15; 3) **Oni**, Beneteau 36.7, Peter Kreuger, 17; 4) **Mistral**, Beneteau 36.7, Ed Durbin, 18; 5) **Racer X**, Mumm 30, Gary Redelberger, 20. (11 boats)

DIV. B (81-135) — 1) **1st Impression**, SC 27, Rick Gio, 10 points; 2) **Cappuccino**, Ericson 38, Don Oliver, 17; 3) **Petard**, Farr 36, Keith Buck/Andy Newell, 19; 4) **Wetsu**, Express 27, Phil Krasner, 21; 5) **Maguro**, Santana 35, Jack Feller, 25. (14 boats)

DIV. C (138-168) — 1) **Clean Sweep**, Olson 25, Tom Nemeth, 17 points; 2) **Vivace**, Olson 25, Larry Nelson, 18; 3) **Mer Tranquille**, Jeanneau Sun Odyssey 34.2, Larry Morales, 23; 4) **Cassiopeia**, Islander 36, Kit Wiegman, 23. (9 boats)

DIV. D (> 170) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 12 points; 2) **Ypso**, Cal 2-27, Tim Stapleton, 14; 3) **Hippo**, Smith 24, Mark Wommack, 20; 4) **Cloud 7**, Santana 22, Shawn Rowland, 23. (10 boats)

SF 30s — 1) **Jeannette**, Tartan Ten, Henry King, 5 points; 2) **Jane Doe**, Olson 911-SE, Bob Izmarian, 22; 3) **Redux**, Olson 911-S, Nick Barnhill, 26; 4) **Enigma**, Capo 30 mod., George Ellison, 27; 5) **Dreamtime**, Olson 911-SE, Roger Craine, 27. (12 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 7 points; 2) **Corsair**, Don Newman, 13; 3) **Dragonsong**, Thomas Knowles, 16. (9 boats)



Family values — Three generations of Nashes sailed on 'El Gavilan', from left: 4-year-old Nicholas, his dad Nick, and Nick's dad Chris. Great-grandmother Jocelyn, who owns the boat and works at Quantum Sails, wasn't aboard.

NEWPORT 30 — 1) **Zeehond**, Gary Boell, 12 points; 2) **Harry**, Dick Aronoff, 15. (5 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 8 points; 2) **Max**, Bryan Wade, 10. (5 boats)

MERIT 25 — 1) **Chesapeake**, Jim Fair, 14 points; 2) **Challenger**, Doug Chew, 19; 3) **Froggy Deux**, Peter Connolly, 20. (8 boats)

MELGES 24 — 1) **Wuuf Daddy**, Dean Daniels, 8 points; 2) **Personal Puff**, Dan Hauserman, 10; 3)

Aqua Nut, Peter Aschwanden, 14. (8 boats)

MOORE 24 — 1) **Pair-o-Chairs**, Rowan Fennell, 18; 2) **Flying Tiger**, Vaughn Seifers, 22; 3) **Hot Rod Lincoln**, Charles Witcher, 25; 4) **E-9**, Lesa Kinney, 26; 5) **Numa Boa**, M. English/G. Combrison, 27. (11 boats)

J/24 — 1) **Snowjob**, Brian Goeprich, 14 points; 2) **TMC Racing**, Michael Whitfield, 18; 3) **Phantom**, John Gulliford, 20; 4) **Half Blind Monkey**, James Zervos, 24; 5) **Nice Shot**, Mark Sutton, 25. (11 boats)

SUNDAY SERIES (overall):

DIV. I (< 91) — 1) **Personal Puff**, Melges 24, Dan Hauserman, 8 points; 2) **Merlin**, Melges 32, Richard Courcier, 13; 3) **Racer X**, Mumm 30, Gary Redelberger, 16; 4) **Wuuf Daddy**, Melges 24, Dean Daniels, 19. (9 boats)

DIV. II (93-165) — 1) **Flexi Flyer**, Soverel 33, Mitch Wells, 7 points; 2) **Synchronicity**, Olson 25, Steve Smith, 9; 3) **Shenanigans**, C&C 36, David Fiorito, 14. (8 boats)

DIV. III (168) — 1) **TMC Racing**, Michael Whitfield, 12 points; 2) **Frogflips**, J/24, Richard Stockdale, 12; 3) **Chesapeake**, Merit 25, Jim Fair, 14. (7 boats)

DIV. IV (> 170) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 6 points; 2) **Antares**, Islander 30, Larry Telford, 8; 3) **London Calling**, Santana 22, Megan Dwyer, 12. (6 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 7 points; 2) **Corsair**, Dan Newman, 11. (4 boats)

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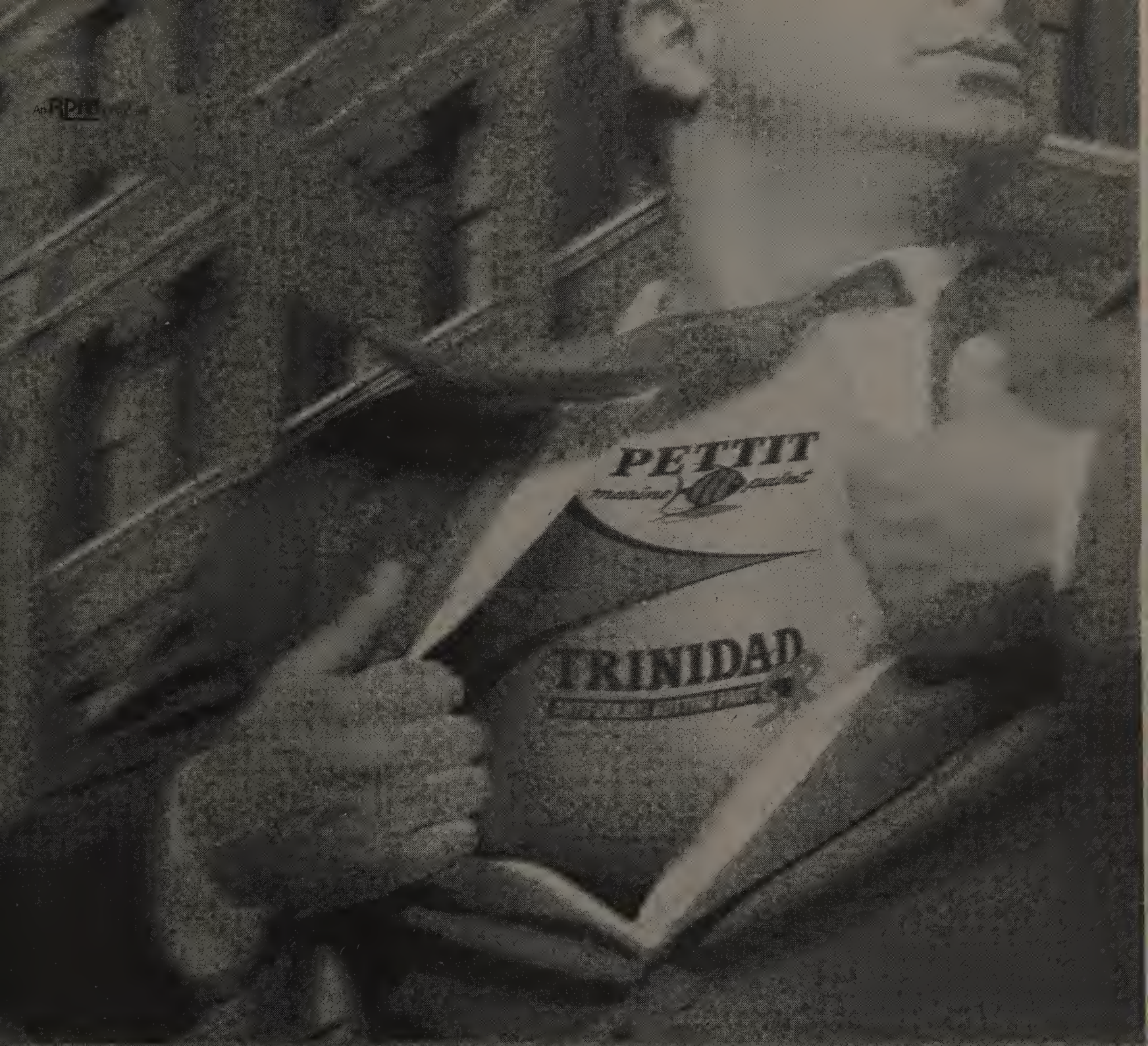
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ESCAPE

Along the West Coast of North America, there is no sailing venue more spectacular than the verdant maze of islands which geographers call the San Juan Archipelago. Lying just north of the Strait of Juan de Fuca, between the mainland and Vancouver Island, its 450 islands and islets are actually the remaining peaks of an ancient mountain range. Carbon dating of artifacts tells us that the region had been inhabited more than 6,000 years prior to the arrive Spanish and British explorers here in the late 1700s.

Abundant with wildlife, sealife, dense forests and fresh water, these isles were, no doubt, a temperate paradise for those early North Americans, just as they are for sailors today. Divided in modern times between the Canadian Gulf Islands and the American San Juans, it is truly remarkable that they have remained largely undeveloped and relatively unspoiled, despite their proximity to several large, industrialized cities.

Through the magic of jet travel, it takes just a few short hours to escape the hustle, bustle, traffic and congestion of the Bay Area, and immerse yourself in the calming beauty of this watery wonderland. Yet the dramatic change of scenery — and resulting peace of mind — would have you thinking you'd just passed 'through the looking glass' into a fantasy world of pine-covered headlands, meandering inlets and tranquil bays.

Late last summer, my wife Julie and I quietly snuck away from the Bay Area rat

a considerable entourage. This time, it was to be just the two of us — and our only agenda was to relax and explore.

With the skies blanketed by thick gray clouds, rain pelted down heavily as we arrived at Bellingham's Squalicum Harbor. Inside the waterfront office of San Juan Sailing, we had to laugh when General Manager Rick Sale explained, "You're not going to believe this, but this is only the third day of rain all summer — honest!" "No worries," I replied. "Hopefully the cold front will bring us plenty of wind." We'd arranged to charter a sweet-sailing 2004 Jeanneau 40 named *Namaste* which appeared to be perfectly outfitted for island cruising — right down to its own crab ring, neatly stowed in the lazarette.

After spending a cozy night aboard, thanks to *Namaste's* forced-air diesel heater, Rick gave us a thorough run-through of the ship's systems and Sailing School Director Paulette Bergh shared her local knowledge of favorite anchorages, as well as tips on tides and currents. With today's excellent charts and the added security of GPS, piloting in these waters is relatively easy. The wild

ALL PHOTOS LATITUDE / ANDY



Above: An interisland ferry enters San Juan Island's Friday Harbor on a sunny midsummer day. **Right:** Sighting orcas is always a thrill.

race to have our first taste of San Juan cruising. For years now, we've made it a habit to do annual sailing trips in the Caribbean and Mexico, but never without

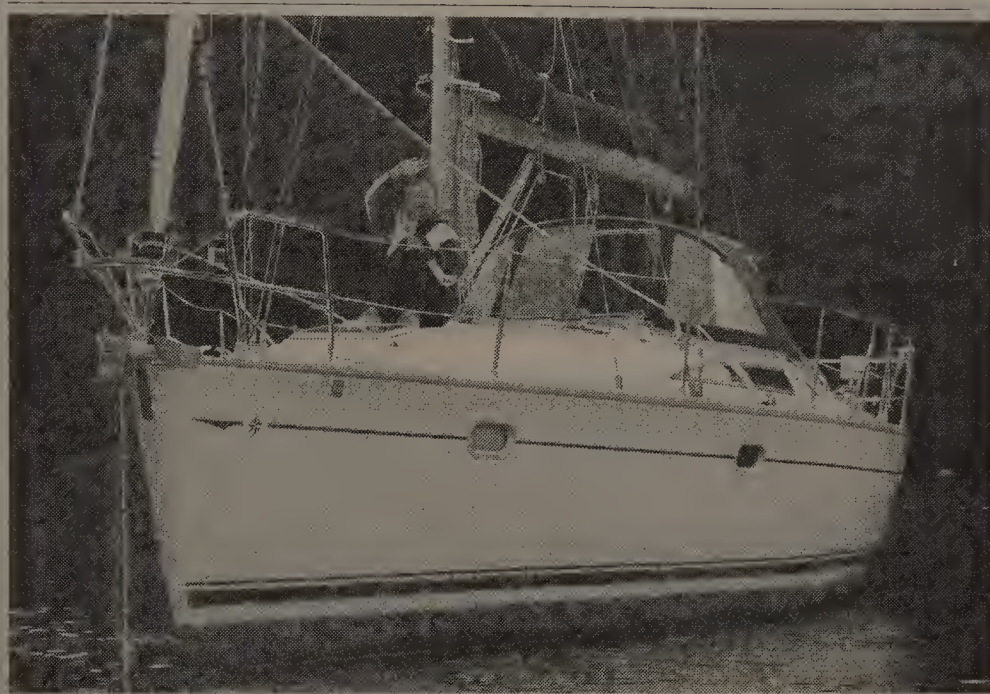


cards, however, are substantial tide fluctuations and their resulting currents — which can be quite strong in narrow passes. Consequently, savvy sailors always do their route

planning with tide tables and a current atlas close at hand.

By the time we shoved off and headed out into Bellingham Bay, the skies had begun to clear, but to the east the trademark profile of Mount Rainier was nowhere to be seen. "You can almost al-

— TO THE SAN JUANS



Above: "Cheers!" A sundowner in hand, Julie surveys the action of Prevost Harbor aboard 'Namaste'. Left: A local sloop enjoys idyllic summer sailing beneath majestic Mount Rainier.

ways see it," promised Paulette, "perched right above our office."

With just a week to explore the islands, it was obvious that we'd only have time to see a sampling of what the region has to offer. Our goal was simply to make the most of the breeze when it came up, mooring primarily in quiet, semi-secluded anchorages where we could de-stress by soaking in the beauty of nature. Plus, we also intended to pay a visit to Friday Harbor, the county seat of the San Juans, and, if time and wind allowed, we hoped to spend a day at Victoria, British Columbia's capital, located at the south end of Vancouver Island. With this game plan in mind, we rounded the shoal off Portage Island, poled out the genny and glided northwest up Hale Passage past the steep slopes of Lummi Island. Our destination: Sucia Island, a relatively remote 'marine state park' on the northern periphery of the San Juans.

Once we were clear of Lummi, the breeze filled in nicely, and we scooted along at seven knots past uninhabited Matai Island under mostly clear skies.

It was late in the afternoon by the time we ghosted along Sucia's craggy sandstone bluffs into Fossil Bay, but plenty of moorings were still up for grabs. Most, if not all of the area's marine parks have public moorings available on a first-come-first-served basis. Payment via a lockbox ashore is on the honor system, but since charter boats carry annual

ESCAPE



LATITUDE GRAPHIC / ANDY

permits, their crews need only sign in. Without a doubt, you could cruise for weeks in these waters and never have to drop a hook.

That night, *Namaste* danced lazily on the glassy water, with the two of us cozily tucked in under a comforter. Constellations twinkled through the forward hatch as we both drifted off into dreams of the early pioneers, Indians and smugglers that we'd just been reading about in a cruising guide. "Whoa! I don't sleep that well at home," Julie exclaimed in the morning.

Hiking through the island's dense woods, inspecting its tide pools and surveying the surrounding panoramas from its chiseled cliffs, we could see why Sucia is a favorite of sailors in-the-know. By midday we realized that the San Juans' hypnotic tonic had already taken affect on us: we'd slowed down

to a fraction of our normal pace, and had decided to stay put for a second night. That evening we shared a campfire on the beach with some campers who'd kayaked over from Orcas Island. As the sun began to set, ribbons of lofty clouds in the western sky turned brilliant shades of red and pink, bringing on a mellow mood. By that

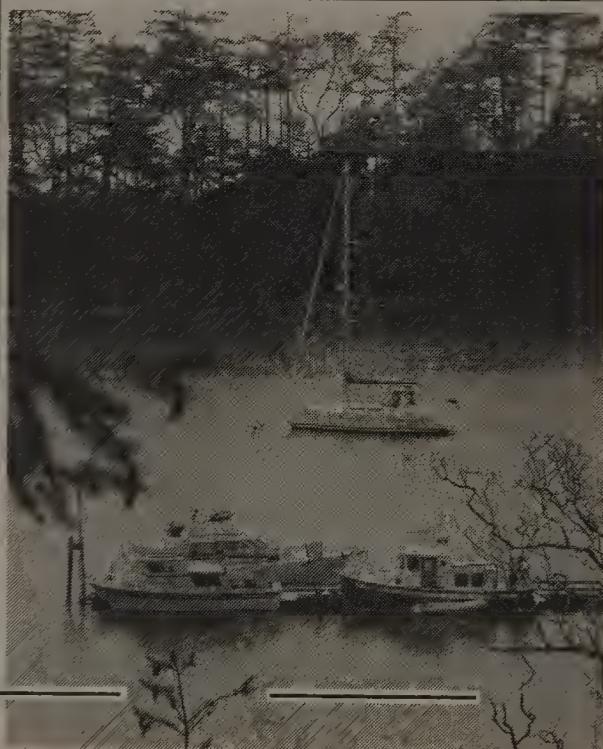
point the stresses of our normal workaday world had completely melted away.

The next morning, as the breeze piped up to 12 knots, we set a southwest course toward Stuart Island along Boundary Pass, the imaginary border with Canada. With her tall rig supplying plenty of sail power, *Namaste* sliced along on a beam reach at better than eight knots with a push from the ebb. Although it was the 'peak' summer season, we saw only two other sailboats, several small powerboats and a southbound freighter on our 12-mile route to Stuart. At its northern tip, we braved the swirling eddies of Turn Point to get a closer look at its picture-perfect lighthouse.

Hiking through Sucia's densely wooded hills you expect to see Hobbits; 'Namaste' berthed in Fossil Cove; rounding Stuart Island's Turn Point Light; street musicians serenade us at Victoria's Inner Harbour; the classic Victorian-era Empress Hotel is the centerpiece of the Harbour area.

That night, we shared the placid waters of Prevost Harbor with the full spectrum of San Juan vacationers: fishermen, international cruisers, families with kids packed aboard tiny powerboats and a few other charterers like us. With no town or services ashore, the draw here was gunkholing, hiking and serenity. We would bet that everyone slept well on the still waters of that thoroughly protected bay, just as we did.

The next day, we raised the hook at first light in order to catch the southbound ebb toward Victoria — some 28 miles away. A new front had arrived, bringing a sprinkle of rain and 15- to 18-knot winds, a rarity in these parts, which had us smoking along as if back home on San Francisco Bay. We watched seals and porpoise cavorting in the shallows as we skirted San Juan Island, and a few hours later we found ourselves steaming up Victoria Harbour past several marinas and waterside hotels. With the classic profile of the historic Empress Hotel dominating the waterfront, banners flying from lampposts, live music drifting on the breeze and not a single broken-down wharf or industrial facility in sight, the approach to the city docks,



— TO THE SAN JUANS



In the more remote areas, like Fossil Cove, there seems to be a scene worthy of a postcard everywhere you turn.

was reminiscent of a well-scrubbed amusement park, rather than any other port city we know.

Lying in a 'banana belt', protected by coastal mountains from severe weather, this charming Victorian-era city enjoys a relatively mild climate year-round.

Clearing in was almost too easy. We simply tied up at the customs dock, picked up the special phone there and told an unseen officer our names and our boat's name. "Okay, thanks. That's all we

need. Enjoy your stay!" said the cheerful officer. But the next surprise was even better. A call on the VHF confirmed that there was room for us at the public docks, directly in front of the Empress. We were stylin' now!

Live music venues, fine restaurants, enticing shops, art galleries, the Royal British Columbia Museum and an IMAX theater all lie within a five-minute walk from the waterfront, making our one-day stay painfully short.

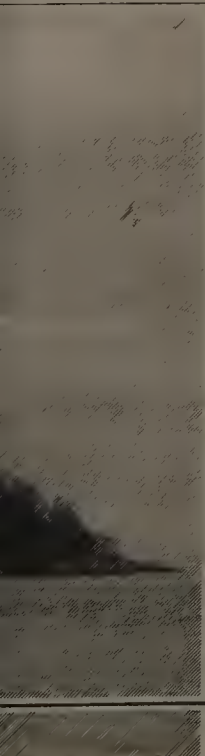
Nevertheless, after fortifying ourselves at the Empress' regal breakfast buffet, we caught the edge of the Strait of Juan

de Fuca's strong flood, which swiftly carried us west toward San Juan Island on a light breeze. It was a brilliant sunny day for the 38-mile trip to Friday Harbor, with the snowy peak of Washington state's Olympic Mountains glistening on the southern horizon. An hour later, while making good time on an ideal track, a cluster of small boats to the north, up Haro Strait, caught our attention. "They're following a pod of orcas!" cried Julie, surveying the scene through the binocs.

We tacked over, shortened sail and within minutes were shadowing the unusually large pod of five or six magnificent mammals. Their shimmering black and white bodies slowly dove, then surfaced again and again in a seemingly effortless pattern of movement. Occasionally, one would breach, fully exposing its white underbelly, as if showing off for our cameras. We'd already seen a bald eagle or two, plus other marine mammals and many brigades of seabirds, but sailing abreast of the orcas was an experience we would not soon forget.

Later that afternoon, as we motorsailed up the Middle Channel toward Friday Harbor, we had to slather on sun block, as the summer sun was scorching — seriously, in the high 80s. We were reminded how a local had remarked earlier that every summer lately seemed to bring more hot, sunny days. From his perspective, it was the upside to global warming.

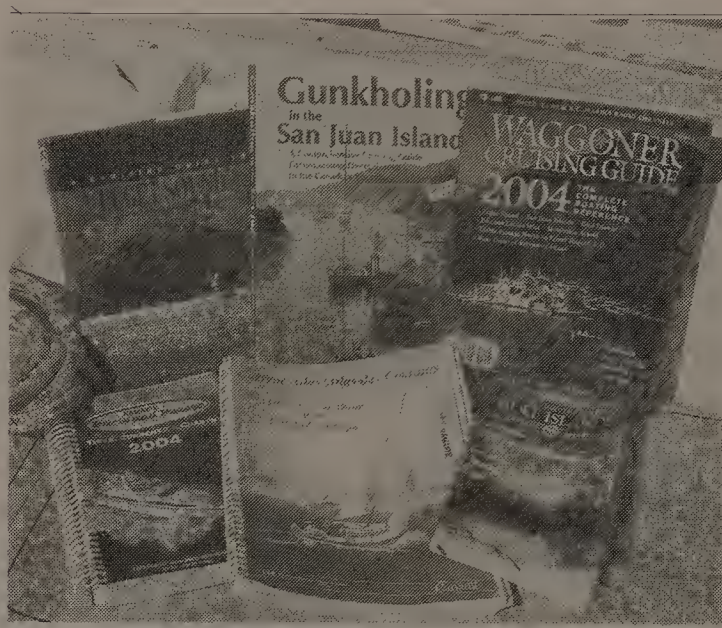
The friendly little town of Friday Harbor was as quaint and picturesque as



ESCAPE TO THE SAN JUANS

advertised. With its cafes, bars, souvenir shops, whale museum and markets, it's no wonder that most Pacific Northwest veterans consider it a must-see destination. We would undoubtedly sing its praises even louder here if it weren't for a promise we made to world-cruiser-turned-San-Juan-resident Jim Corenman, who seemed terrified that our endorsement might screw up his island Shangri-la. Customs clearance, by the way, was accomplished via a dockside phone and camera system which apparently compared my facial image with that of my passport photo. Pretty slick.

We chose Shaw Island's Blind Bay for our final anchorage in the islands. With nearly 360° protection provided by the forested land which surrounds it, Blind Bay is the definition of peacefulness. Again, sun block was essential as we poked along the shore in the dink. We had intended to take a long hike across the island, but our newfound relaxation



'Namaste' was supplied with several fine guidebooks, in addition, of course, to the essential tide chart and current atlas.

overcame us and — with slight pangs of guilt — we decided instead to simply savor the blissful serenity of the afternoon. Julie painted watercolors on the cockpit table while I descended into the 3-inch-thick novel that I'd been trying to

find time to finish since our last sailing trip.

The sail back to Bellingham couldn't have been more idyllic. With the summer sun accentuating the brilliant greens of the land, a light breeze kept our sails full most of the way, and the snow-capped peak of Mount Rainier towered above our destination like a beacon. As we laced our way through Obstruction Pass, at the southeast end of Orcas Island, we felt a bit melancholy at having to head back so soon. We could easily spend an entire summer exploring these waters and never once miss freeways, suburbs, telephones

or TV.

Perhaps it was the area's infectious tranquility, our lack of a pre-determined itinerary or the joy of having no charter guests to look after, but Julie swears, "That was my favorite vacation — ever." I have little doubt that we'll be back again soon.

— latitude/aet

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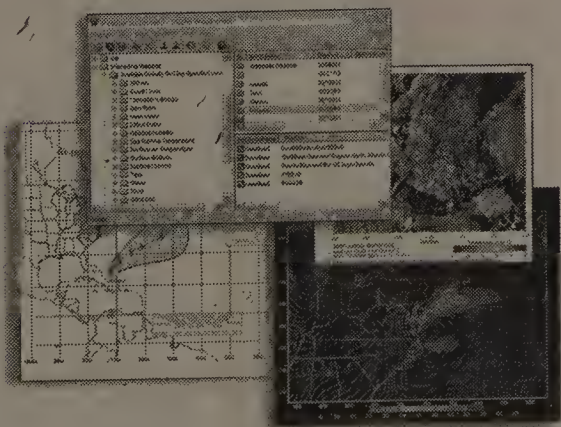
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PUERTO VALLARTA RACE



Normally, we're green with envy whenever a Mexican race takes off without us, even relatively small ones like last month's 18th biennial Corum International Yacht Race to Puerto Vallarta Race. Unfortunately, we're on a short leash at the end of every month, and the timing of the 1,125-mile race was such that sailing in it, or even flying to P.V. to cover it, was out of the question. Stuck in the office, we were wallowing in self-pity, almost inconsolable, until the first reports began rolling in.

Our mood improved considerably as the Del Rey YC-hosted race unfolded, and we realized this wasn't your typical sunny, moderately windy downhill ride to mañanaland. Quite the opposite — it was rainy and upwind (read: miserable) for the first half, followed by a transition zone of almost no wind (read: still miserable), and only the last stretch from Cabo over to P.V., when winds peaked at 12 knots, was anything remotely resembling fun.

Twenty-one boats started the ill-fated race from Marina del Rey in four staggered starts, with a dozen 'Salsa' cruisers — improbably broken down into four classes — taking off first on February 11. They were pummeled from the start, heading dead upwind in up to 30 knots of wind and bouncy seas. Only five boats continued racing to Turtle Bay, the first of three layovers (Santa Maria and Cabo were next). Everyone else holed up along the coast and waited, with all but one — the Choate 40 *Masquerade*, which blew out its main, drowned its electronics, and lost its #1 genoa overboard — eventually rejoining the rally.

The small racing contingent left in three waves, beginning with a trio of SC 50s (*Bay Wolf*, *Chicken Little*, *Horizon*) on Wednesday, February 16; then two TP-52s (*Flash* and *Beau Geste*) and the MacGregor 65 *Barking Spider* on Thursday; and finally three big sleds — *Pyewacket*, *Magnitude 80*, and *Scout Spirit* (ex-*Zephyrus IV*, ex-*Bright Star*)

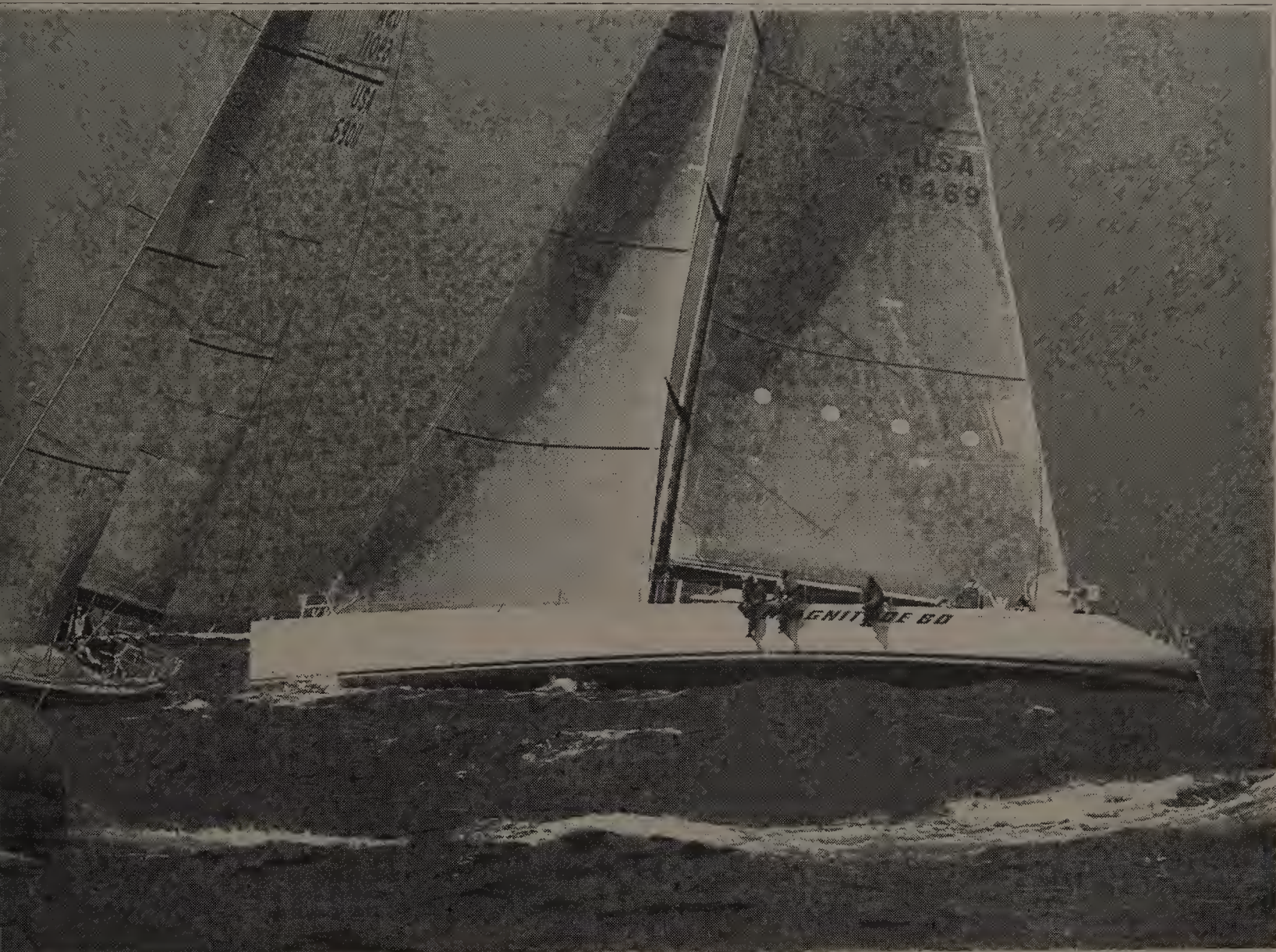
They're off! 'Pyewacket' leads the charge out of Marina del Rey on Feb. 18, followed by 'Scout Spirit' (on starboard), and 'Magnitude 80'.

— on Friday. All starts were upwind, and the sun was nowhere to be seen.

What promised to be the highlight of the race — the much-anticipated rematch between the canting-keelers *Pyewacket* and *Genuine Risk*, and their battle to beat the course record in their West Coast debuts — failed to occur when the latter abruptly pulled the plug two days before their start, citing family emergencies and medical problems. Their withdrawal appeared to hand Roy Disney's *Pyewacket*, the most powerful boat ever aimed at mainland Mexico, the course record on a platter. Surely, the new 'Magic Cat' would demolish the long-standing course record of 4 days, 23 hours, set by the late Dick Daniels' MacGregor 65 *Joss* in 1985.

But that wasn't to be, either. As the race progressed — or disintegrated, as the case may be — the first casualty was

— ARE WE HAVING FUN YET?



Barking Spider, which blew out its tired mainsail and limped back to Avalon. Then *Horizon*, which had strayed too far offshore and was hopelessly behind her sisterships, bagged it and motored into Cabo after five long days on the course.

The next casualty, oddly enough, was *Pyewacket*, which also motored into Cabo after discovering a crack in the top of their carbon mast during a routine check. Ironically, the breeze was filling in and *Pyewacket* was finally moving at 15 knots under spinnaker in 12 knots of wind. With 27 hours left to cover 325 miles, including the notoriously fluky Banderas Bay, who knows if they could have broken the record?

The cruisers, presumably making ample use of their motor allowances, were the first ones to P.V., led by Bob and Kathy Patterson's J/46 *Lark*. Tom 'El Curmudgeon' Leweck, competing in an unprecedented 57th Mexico race, was *Lark*'s navigator.

The first racing boat in was Doug Bak-

er's canting-keel Andrews-designed *Magnitude 80*, which finished on Wednesday at 10 p.m. local time, eight hours off the course record. Baker and his merry gang, which included navigator Ernie Richau, tactician Dee Smith and watch captains Sam Heck and Keith Kilpatrick, ended up second in class, 9 hours behind *Scout Spirit* on corrected time. *Spirit*, which came in the following morning at dawn, also won the race overall. *Spirit*'s victorious crew, as listed in the race program, were co-skippers Dave Janes and Jay Steinbeck — who chartered the recently donated boat from its new owner, the Newport Sea Base — watch captains Tim O'Sullivan and Jay Crum, Artie Means, Ben Beer, Erik Mayol, Damian Craig, Lat Spinney, Ty Pryne, Jerry Bedard, Pete Heck, Jamie Malm, and Errol Perling.

The rest of the fleet dribbled in over the next 12 hours, with Karl Kwok's *Beau Geste*, featuring an all-star cast headed by Gavin Brady, and Don Adams and Rick Palmer's chartered SC 50 *Chicken*

Little winning their week-long match races. *Beau Geste* won by a comfortable four fours, while *Chicken Little* nipped *Bay Wolf* by a mere 3 minutes, 38 seconds on corrected time — an incredibly close finish after over a week of racing!

With 17 finishers spread out over 7 classes, everyone went home with at least one trophy. The racing class winners — *Scout Spirit*, *Beau Geste*, and *Chicken Little* — each took home a \$2,195 Corum watch, nice souvenirs of a slow and soggy trip.

There's a reason why Joss' increasingly legendary record has stood for so long — there's basically not that much wind on the Mexican coast in February, and it sometimes comes from the wrong direction. There's also a reason why DRYC can't attract more boats to its otherwise well-run race — November's Baja Ha-Ha is a more logical, and arguably more fun, venue for cruisers heading

PUERTO VALLARTA RACE

south. The racers, meanwhile, have a potentially more satisfying Mexican race a month later — the revived Newport-Cabo race, with an impressive 55 or 60-boat fleet chomping at the bit for a windy, downwind sprint to the Cape.

San Diego YC also plans to pull out all the stops for its 2006 Mexican race, which will return to Puerto Vallarta in late February next year. That race, which is more hardcore (no cruisers) and easily a day shorter than DRYC's, will end at Vallarta YC in Paradise Village, and flow more or less directly into MEX-ORC, which will return after a one-year hiatus.

Where the Del Rey-P.V. Race goes after this mostly forgettable edition is anybody's guess. Ironically, the best thing that could have happened to it this year was probably that the record *didn't* get broken — which will inevitably bring back a handful of big machines to take



Upwind to Mexico? 'Flash' chases 'Beau Geste' at the start of their week-long 1,125-mile match race. All photos by Rich Roberts.

another shot in 2007.

— latitude / rkm

RACING DIVISIONS:

DIV. AA (Feb. 18) — 1) **Scout Spirit**, R/P 77, Dave Janes/Jay Steinbeck; 2) **Magnitude 80**, Andrew 80, Doug Baker. . . DNF — **Pyewacket**, R/P 86, Roy Disney. (3 boats)

DIV. A (Feb. 17) — 1) **Beau Geste**, Farr TP-52, Karl Kwok; 2) **Flash**, Andrews TP-52, Mark Jones/Dick Watts. . . DNF — **Barking Spider**, MacGregor

65, David Kory. (3 boats)

DIV. B (Feb. 16) — 1) **Chicken Little**, SC 50, Don Adams/Rick Palmer; 2) **Bay Wolf**, SC 50, Kirk Wilson . . . DNF — **Horizon**, SC 50, Jack Taylor. (3 boats)

OVERALL — 1) **Scout Spirit**; 2) **Beau Geste**; 3) **Mag 80**; 4) **Chicken Little**; 5) **Bay Wolf**; 6) **Flash**. (9 boats)

SALSA DIVISIONS (motor allowance):

SPINNAKER-A — 1) **Lark**, J/46, Bob & Kathy Patterson; 2) **Cheyenne**, Whiting 49, Alan Blunt; 3) **Broadway Babe**,

C&C 110, Jim Masion. . . DNF — **Masquerade**, Choate 40, Tim Coker. (4 boats)

SPINNAKER-B — 1) **Green Dragon**, Catalina 380, Gary Green; 2) **Enchanted Lady**, Roberts 55 ketch, Andy Sibert. (2 boats)

NON-SPINNAKER-A — 1) **Lazy Bones**, Irwin 54, Jeff Allen; 2) **Quest**, Davidson 52, Scott Adam; 3) **Far Niente**, Catalina 42, Patrick Hearne; **Ginny B**, Beneteau 46, Mark Biddison. (4 boats)

NON-SPINNAKER-B — 1) **Camelot**, Catalina 36, Hiro Funaoku; 2) **Wind Dancer**, Tartan 38, William Solberg. (2 boats)

Full results — www.dryc.org

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INDONESIAN INTERLUDE

Straddling the equator between Singapore and the island of Sumatra are no fewer than 1,000 small islands of Indonesia's Riau province. A signature of these low-lying islands are the hundreds of coastal villages built on wooden stilts.

Just offshore of the villages, extensive fish traps dot the shallow waters. Unlike the fishing traps seen in southern Indonesia, these are much more substantial, often supporting houses, and are often lit at night.

These exotically picturesque islands are also the home of the Orang Laut,

off many would-be visitors, plus most cruisers don't have much time left on their Indonesian visas by the time they are in northern Indonesia.

In our case aboard *Feel Free*, our Spencer 51, our electronic charts provided reasonable detail of the islands. We had plenty of time left on our visas, and the thought of day-sailing the rest of the way to Singapore with secure anchorages every night was very appealing. Finally, we asked ourselves: When will we next

As we approached the shallow mint-green waters, the first of what was to become a maze of fish traps appeared.

seafaring nomads found in settlements as far west as Myanmar (Burma) and as far east as the southern Philippines. Their small 15- to 18-ft craft are sailed, rowed or poled throughout the labyrinth of islands. An entire community can be contained in a flotilla of 10 such boats. These folk fish and trade by day and head into the protected mangrove swamps to tie off in the trees by night.

The northernmost island groups of the province, the Lingga and Riau Groups are really not far off the often-sailed track used by boats sailing the Bali to Singapore run, and offer countless secure anchorages in a country where secure anchorages are often hard to find. Nevertheless, few cruisers visit these islands. One reason is that not many boats carry the large-scale charts necessary for negotiating the reef-strewn area where currents often exceed three knots. Also, rumors of piracy and malaria put

As with many neighboring communities, the structures of this Mamut Island village are entirely built atop stilts.

be able to sail through an area where thousands of people live three meters above the ocean or where whole villages go about their day-to-day affairs aboard tiny motorless boats, seldom even going ashore? Singapore would have to wait a couple of weeks.

Sure enough, it looked like the lovely days and nights of trade wind sailing that marked the approximately 800 miles from Bali were coming to an end. Within 20 miles of the equator en route to Kentar Island in the Lingga Group, and 150 miles from Singapore, the wind left us and didn't return for the entire circuitous trip to Singapore.

At first light, in oily seas and leaden skies, the low, rolling and heavily wooded Kentar Island came into view. As we approached the shallow mint-green waters, the first of what was to become a maze of fish traps appeared. It was with considerable caution that we meandered through these wooden fish stockades to



ALL PHOTOS TOM MORKIN & LIZ TOSONI

our anchorage, until it became obvious that most of the structures were in more than 40 feet of water. We later learned that some of these traps were found in depths of more than 60 feet. Just how they planted poles over 100 feet long in 60 feet of water, secured them in the sand and coral, and made them stable enough to support their large platforms and houses — often in areas where the current ran at 3 or 4 knots — remains a mystery.

Onshore, the village appeared nestled in the mangroves, and sure enough, the mostly unpainted buildings were indeed suspended over the water. We were truly cruising 'in the sticks'. As was the norm throughout Indonesia, the locals wasted little time before paying us a visit. Within minutes of dropping the hook, we were surrounded by islanders in canoes welcoming us to Kentar.

Never before had we encountered these highly efficient craft propelled by one person standing aft, who pushes forward on the long oars, thereby utilizing



— SAILING IN THE STICKS



At Asunde Island, Liz visits with a band of curious kids. Since few cruising boats venture into these waters, 'Feel Free's' arrival was an event.

almost his entire body for each stroke of the oar.

Together with our cruising buddies Karin and Fraser from the Aussie boat *Luna*, we accepted an invitation to visit our first 'stick village'. Our welcoming committee of a couple dozen young and old awaited us on a platform that linked the several huts perched about two meters above sea level. Our self-appointed guides took us from building to building, where we witnessed activities one would expect to see in any small settlement — laundry and dishes being washed, fish being dried, fish nets being repaired and a boat engine being overhauled. But strangely, it was all about two meters above the ocean, surrounded on three sides by mangroves.

The precarious nature of the platform quickly became apparent. Despite spacing ourselves so as to minimize loading, the platform wobbled ominously. Images

from the Popeye the Sailor man film came to mind, as did the unwelcome image of the 'hordes of malaria-carrying mosquitoes that must invade these homes at dusk. At this point I stopped to apply yet another coating of insect repellent.

A two-kilometer hike across the island took us to another small village, this one on the southern or weather side of the island. This village was blessed not only with gentle onshore breezes but also a glorious white sandy beach. Fewer homes and more conventional buildings lined this coast, presumably because of the slightly drier terrain. Again we had a warm reception and returned to our boats only

after having coffee and cookies with the shopkeeper and his extended family.

After spending two days with the sun high enough to see the fringing reefs that surround all the islands, we set off for the island of Mamut. Surrounded by a multitude of islands, we were now motoring in swell-free water for the first time in months — in fact, since leaving the Gulf Islands of British Columbia.

The town on Mamut, much bigger than the villages on Kentar, boasted a police station, an elementary and secondary school, and several Chinese shops selling everything from biscuits to bicycles. Of course, the waterfront was lined with homes and businesses, all on stilts. Unlike Kentar though, these platforms were much sturdier. In fact, they were so robustly built that we didn't even worry too much about falling through them as we walked from shop to shop.

Naturally, we had to visit the boat-building facility where a typical wooden fishing boat was in the final stages of completion. Its simple but elegant lines depicted functional beauty. After the inevitable oohing and ahing, Fraser, who built *Luna*, and is an accountant in his other life, inquired about the price of the finished product. At \$650 (U.S.) for a 26-footer, and another \$1,000 for a one-cylinder Chinese diesel engine, the drive-away price of \$1,650 had Fraser and me fantasizing about filling a shipping container or two for the North American market.

Our tour of the village bordered on surreal. The one village street/sidewalk accommodated only pedestrians, bicycles and wheelbarrows. The clapboard structures, often with elaborate facades, were reminiscent of the 'wild west', but here, mosques, Chinese dry goods stores, and food stalls stood in place of saloons,

Navigators beware: Fish stockades like this one are a common sight in the islands — even in water that's 60 feet or deeper.



INDONESIAN INTERLUDE



Liz and Tom were a novelty wherever they went in the Riau province. Pictured here is their welcoming party at Kentar Island.

banks, and churches. The melancholic Islamic chants piped from the speakers at the two mosques five times a day, enhancing the already-exotic ambience of the village.

Satellite dishes and large TV screens were juxtaposed with bamboo fish dryers and kerosene lamps. All manner of

the taboo behavior that it has become in other parts of the world.

The Islamic high school was our next stop, where the mission was to introduce the game of Bingo to these poor Bingo-deprived souls. As expected, our offer was quickly accepted by the teachers and students, and within minutes 40

Left to right: The Orang Laut people appeared lethargic and unhealthy; imagine reeling in Fox TV shows from within this Mamut Island house;

easy to carry, is a great language teaching tool, and is great fun for staff and students alike. The only downside is trying to make a getaway once the kids are hooked on the game.

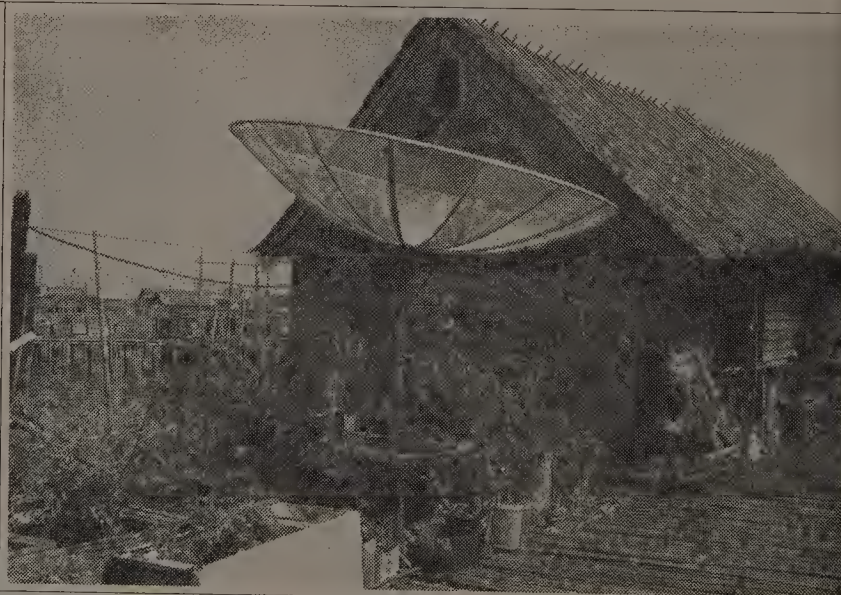
The next day, we were off to the Asunde Islands. No less than 20% of the seven hours of motor-ing was spent conning from the spreaders. As we moved north, water clarity worsened. Eventually, even from the spreaders, the reefs became more and more difficult to see. The increased frequency of afternoon thunderstorms didn't help much, so the plan was to get the hook down before the sky got too angry. At Asunde Island, we had just set the anchor when the skies opened up and a deluge began. Not far off our starboard bow, tucked in the mangroves, lay about 10 small canopy-covered craft. We

assumed each boat must have had one or two fishermen aboard. "Those poor souls must be getting soaked. It's a wonder they don't paddle back to their village, just a mile away, and get out of the rain," we thought. Then it dawned on us: "Those are the Orang Laut — the curiosity of these kids won out over their timidity; Tom whips up a batch of home brew: the spartan life of the sea gypsies."



flotsam and jetsam that are carried by the tide and wind came to rest under the elevated buildings, often to rot and putrefy — definitely the down side of living on the water where littering is not

students were listening with rapt attention for their numbers to be called, in English of course. Over many years of cruising, our \$3 Bingo game has made us many friends in many countries. It is



sea gypsies!"

After the storm passed, we dinghied over to meet the neighbors, nervously maneuvering among the anchored boats. After our waves were slowly

— SAILING IN THE STICKS

returned, we came alongside two well-maintained boats. Without a common language, we broke the ice with a tried-and-true technique: candy, first for the kids, then the adults. Within minutes, three more canoes joined the raft up. Amazingly, after the intense rainstorm, all of the people were remarkably dry thanks to the hand-woven pandanus boat covers. We were surprised by the large number of kids, and even a nursing infant. In Islamic Indonesia, dogs are seldom seen, but here, dogs and cats were plentiful in the floating community. Although all were well dressed, there seemed to be an air of lethargy among the adults and an apparent lack of interest in exchanging information.

Many eyes were bloodshot, few mouths were filled with a full comple-



If the Orang Laut were reticent about visiting us, the people of the stilt houses certainly were not. It was a steady procession of visitors who mostly wanted simply to socialize and see firsthand how these strange foreign sea gypsies lived.

drug- or alcohol-crazed youth motored out to *Feel Free* and, amid shouts and laughter, gestured for whiskey, cigarettes and food. From their canoe they peered into our ports and eyed the deck gear. Their repeated requests to board the boat were politely but firmly denied. After 15 minutes of requests/demands, Liz discreetly handed me a can of pepper spray which I pocketed and kept at the ready. The pepper spray had been on the boat for four years and largely forgotten. I lamented that I hadn't spent more time reading the instructions and hoped I didn't shoot myself in the nose. Fortunately, I was spared that fate by their eventual departure. In retrospect, the incident was more unpleasant than dangerous.

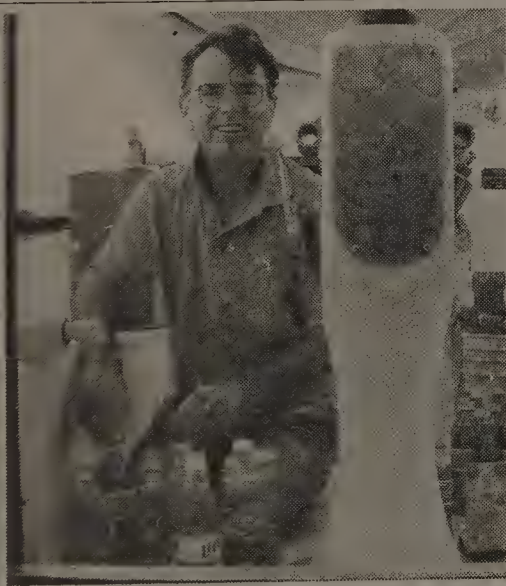
The next day we made a 14-mile trip to the landlocked waters of Tanjung Dahan. No depth information was available from C-Map, so it was back up the mast for the entry to the anchorage. To eliminate the need to yell from the spreaders to

Liz discreetly handed me a can of pepper spray which I pocketed and kept at the ready.

ment of teeth, and one of the men displayed a nasty gash on his leg that was left to heal without medical attention. Clearly this was not a healthy community.

Although we were fascinated by these people and wanted to spend more time with them, our inability to communi-

However, on three occasions, visitors presented medical problems and requested medical supplies. In one case, a father visited us with his kids. He quickly pointed out an infected sore on his arm, imploring us to give him medicine. The best we could do was to give him a tube of antiseptic cream. The



cate and an almost palpable reserve about them — they clearly lacked much enthusiasm about the idea of engaging with outsiders — prompted us to return to our boat.

others who needed malaria medication and one who complained of a problem in his chest were not so easily helped.

It was at this village that we had our worst Indonesian encounter. Three

the cockpit, Liz and I communicate using VHF radio. I take the portable up the mast and we talk on a pre-selected channel. The entry was straightforward, and we soon had the hook securely buried in

INDONESIAN INTERLUDE



TOM MORKIN & LIZ TOSONI

Aboard 'Luna', Australian cruisers Fraser and Karin get a typical welcome from an armada of local kids.

mud in 25 feet. Surrounded on all sides by heavily wooded islands, we had complete protection from wind and waves. This wonderfully placid spot became home for three days. We swam, hiked, toured gardens, collected rain and even made some beer — appropriately tagged Lingga Lager.

During our week in the Lingga Group, we visited four anchorages. We made good only 50 miles towards Singapore — a very sedate seven miles a day. We got no more than a glimpse of the fascinating people and their customs, yet we were entranced by their uncomplicated lifestyles and their strangely exotic floating homes. We luxuriated in the

unbroken sleep made possible by the tranquil anchorages. However, we were not blind to the incredible lack of medical attention and the toll it took in runaway infections and malaria.

It is truly ironic that they live less than 70 miles from a first-world city-state like Singapore — so close, in fact, that they can often see the vapor trails of its arriving and departing aircraft — yet people in the Lingga Group live lifestyles not unlike their ancestors of hundreds of years ago.

If the good ship *Feel Free* ever takes us back to this part of the world, we'll know enough to allocate more time so we can try to unravel at least a bit of the mystery of this intriguing Indonesian archipelago.

— tom morkin

Editor's Note: Although Tom and Liz visited these sea gypsies several months before the December '04 tsunami hit, they've reported that the Lingga Group was not affected by the killer waves.

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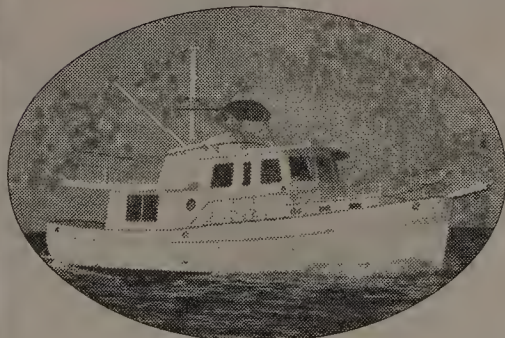
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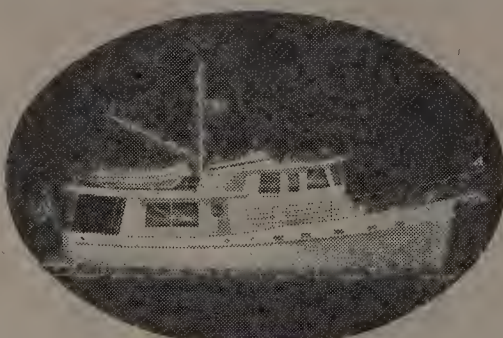
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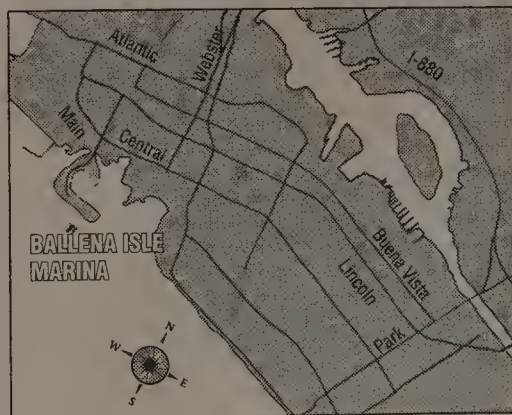
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2005 RACING

According to our trusty Time-Life book *The Racing Yachts*, the first recorded race between non-working sailboats took place in England in 1661. The two craft involved were the 55-ft, 94-ton *Anne* and the slightly larger 100-ton *Catherine*. The respective skippers: James, the Duke of York, and his brother, Charles II, King of England. The venue was a 40-mile stretch of the Thames River between Greenwich and Gravesend. James' smaller vessel, which could point a bit higher (not saying much in those days), took the upwind first part of the contest. The next day, the King's boat won the downwind half handily. It was called a draw and both men were said to have "saved stakes" on their £100 wager.

Catherine and *Anne*, which were modeled after handy little Dutch designs called *yachts*, were also where we got the word "yacht."

What was racing like in those halcyon days of yore?

"The King's barge, his kitchen boat, and a retinue of other craft rowed by Royal Navy sailors danced attendance, oars flashing in the sunlight. Gentlemen of Charles's glittering Restoration court, clad in knee breeches and bright, long-waisted coats, lounged about the decks of both royal yachts, gossiping, playing cards and watching the sailors at their work, while servants tendered goblets of wine and great silver platters of food. On either of the yachts, courtiers who sought respite from the activity on deck could descend an intricately carved staircase to an ornate great cabin. And if the royal brothers tired, they were able to find comfort and relaxation in their spacious, paneled staterooms, which were furnished with four-poster beds."

In other words, not much different than racing today, except for the four-poster beds.

But seriously, racing is not just for the rich and famous anymore. These days, folks of almost any demographic can take part. It's not only fun, it's also about the best way to become a better sailor, and a great way to make new friends. You don't have to have a lot of experience, knee breeches — or even your own boat.

And one of the best ways to get into racing is on the pages you're reading right now. Welcome to the 2005 Racing Crew List, where we match skippers who need crew with crew who need boats.

If you've gotten this far and you already *are* a racer, we're talking to you, too. Need a crew for the upcoming season? Need to find a new ride for the upcoming season? You folks have also come to the right place.

By now, most of you will know the drill as well as we do. This Crew List works just like all our others. A few months ago, we ran the Crew List Forms. Interested boat owners or potential crew filled them out and mailed them in, and when you turn

IMPORTANT NOTICE: The *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* does not make nor imply any guarantee, warranty or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

the next page, you'll find their names, boat types (in the case of owners), contact numbers, a little about the type of racing people want to do. There are also sections on experience, skill level — even how serious they are about winning.

Now all that remains to do is find the skipper or crew whose desires and skillsets best match your own.

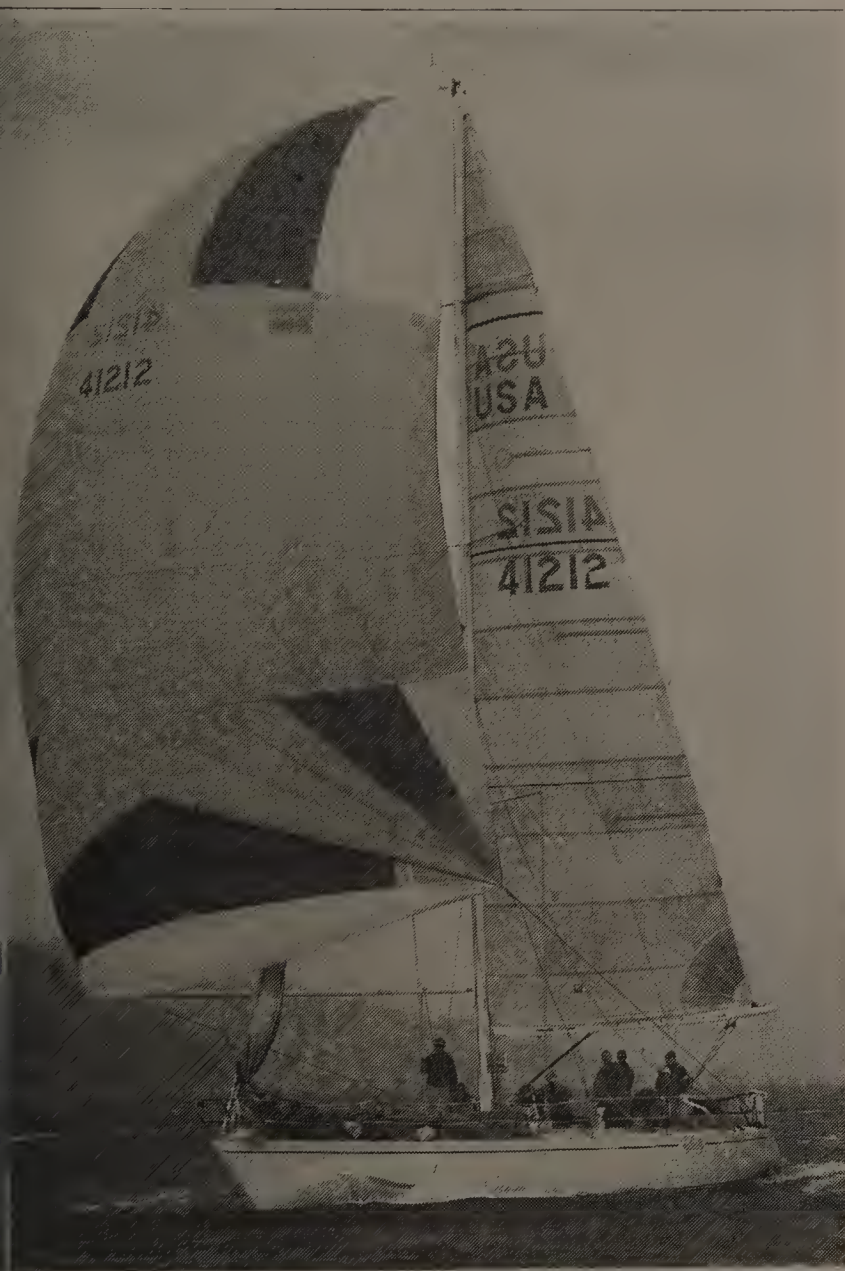


The more things change . . . Above, King Charles II's 'Mary' was a gift from the Dutch. He was so enamored with the jaunty little 'yacht', he commissioned more than 30 successors based on her (including 'Catherine' and 'Anne'). Right, a modern racer — not that different except for bag lunches and a couple of six packs.

For example, say you're a skipper with several seasons' of semi-serious racing under your belt. Your boat needs three crew, but only two show up on a regular basis. The rest of the time, you use pick-up crew from the club. You'd like to find one more regular — someone with a lot of experience who can run the traveler, offer tactical advice, and/or fine-tune you and your regular crew into a more competitive team. With the Crew List, all you have to do is look down the 'Men to Crew' or 'Women to Crew' lists of names on the next few pages. Using the codes in the gray boxes, make checks with a red pen next to the best-sounding candidates, and then start making calls. It really is as simple as that. Actually, if you sent your own 'Boat Owner Looking For Crew' form in, it's even simpler — potential crew will be calling you.

A word of wisdom for that latter group: there are a lot more people looking for boats than the other way around. And the good spots tend to go fast. By being an 'early bird' and making phone calls as soon as you can after this issue comes out, you'll have the best chance of landing that perfect worm . . . uh, . . . boat. Be sure to 'match' your skill-level (or lack thereof) to what boat owners are looking for before you start calling.

Both boat owners and potential crew should write out a list



and it would help the cause if you confined Crew List calls to sailing. A few years ago, some guy called most of the women on the Crew List, admitted he had no interest in sailing but — “since you’re obviously the adventurous type” — asked each of them if they’d like to accompany him on a month-long backpacking trek up the Appalachian trail! We don’t think there were any takers.

Another advantage to having your name listed here is that you get in free to the Crew List party. Traditionally, the spring Crew Party has been a relatively low-key affair which racing Crew Listers share with cruisers, daysailors, co-charterers and boat-swappers, whose Crew List appears in the April issue.

For the last few years, however, the Crew List Party has been a pretty big deal, and this year’s shindig on Wednesday, April 6, at the Golden Gate YC, is continuing the trend. We don’t have everything firmed up yet, but plan on a safety demonstration or two, *Latitude 38* T-shirt giveaways and the usual no-host bar. The party runs from 6 to 9 p.m., and if your name appears here (or on next month’s list), you get into the party for free. If it doesn’t, you’re still welcome, but it’ll cost you \$5 a head to get in. We’re not 7-Eleven, so please try to have exact change.

For Crew Listers, the party performs a couple of important functions in the overall scheme of things. First, it offers a friendly neutral ground — if you need it — for the first meeting between a skipper and new crew. Secondly, it offers one more chance for skippers or potential crew to hook up with one another. Everyone who comes to the party gets issued a color-coded name tag. That way everyone can instantly tell if the wearer is a boat owner looking for crew or crew looking for a boat. One note of caution: the Crew List Party is a combined event for Racers, Cruisers, Daysailors, Co-Charterers and Boat-Swappers, so make sure who you’re talking to before you make any commitments.

Now for a medley of our greatest tips:

- Make your calls during waking hours — no earlier than 8 a.m. and no later than 10 p.m.
- If you’re looking to crew, be realistic about the commitment involved in a season of racing. It means you have to show up on time and in working order for upwards of 20 weekend days this summer. And you may be asked to work on the boat occasionally when it’s not sailing.

- Be honest. Don’t try to BS your way onto or around a boat. If you don’t know what you’re talking about, someone who does can recognize it instantly. As we’ve said for years, a lack of experience is not necessarily an impediment to your goal. Many skippers actually *want* a few crewmembers with little or no experience because they’re easier to teach the skipper’s way of doing things.

- Don’t be an age bigot when it comes to choosing a boat or crew. There’s as much to be said for the steady hand of experience as the strength and exuberance of youth. Give everybody a chance.

- If you’re a man, for Pete’s sake don’t be a jerk to any of the women on the Crew List. On the other side of the coin, we’ve seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

Good luck and good racing, folks! We hope everyone who takes part in the Crew List gets to feel like a King (or Queen) for a day. Or at least a Duke for an afternoon.

And when you get a minute, let us know how the Crew List experience turned out for you.

— *latitude/jr*

of questions they intend to ask and specific ‘wants’ they have. These would have to do with specific duties aboard, how much non-racing upkeep and repair time is required, (including between-race maintenance), responsibility for lunches, practice races, specialty races, how much of his/her own gear a crew should bring, and so on. If you don’t do well getting yelled at, include that subject in the questionnaire.

We’ve been told the best way to cover these issues with multiple phone contacts is to leave blank spaces between each question you write out. Then run off a dozen or so copies of the question sheet(s). When you make or receive a call, pull a fresh sheet from the stack and write the person’s name and phone number on the top first thing. By scribbling down each person’s answers on one sheet, it’s much easier to remember who said what. Take it from us, if you just start interviewing people and not writing down at least key thoughts from each, by about the sixth or seventh call, they’ll all start running together.

As mentioned, if you’re serious about Crew Listing, you’ll have taken the time to send in a form and your name will appear on these pages — effectively doubling your chances of success. However, you don’t *need* to be listed here to use the Crew List. Anyone can make calls from the lists as long as they read and acknowledge the disclaimer in the gray box on this page. Oh,

CREW LOOKING FOR RACING BOATS

MEN TO CREW ON A RACING BOAT

Charlie Bogue, 24, (415) 999-5498 or charlieb1576@yahoo.com wants 1/prefers 1,2/exp 3,4c (last 2-3 seasons as jib trimmer on Isl 28)/will 3,5,6.
Chris Giovacchini, 51, (707) 938-1736 or crisdino@earthlink.net wants 4/prefers 2/exp 4a,b,c, 50 ton lic.
Chris O'Brien, 25, (650) 714-3423 or sailing2005@obrien.net.nz wants 1,3,5/exp 3/will 1,3,6.
Christopher Owczarek, 40, christopher_ow@hotmail.com wants 1/prefers 2/exp 2c, ASA Bareboat/Coastal Navigation cert./will 4,5,6,7.
David L. Johnson, 36, (408) 248-4354 or (650) 551-5738-days wants 1/prefers 1,2/exp 2b, willing to learn everything/will 1,3.
Derek Minihane, 35, (408) 774-0915 or deminihane@yahoo.com wants 1,2/prefers 4/exp 3/will 6.
Eric Chmielewski, 41, (773) 577-3337 or chmieer@yahoo.com wants 1,3,5/prefers 1,2,4/exp 3b, SoCal Coastal 99-03/will 1,2,3,6.

"TO CREW" CODE

I/WE WANT TO RACE

- | | |
|------------------------|---------------------|
| 1) San Francisco Bay | 4) 2005 TransPac |
| 2) Monterey/Santa Cruz | 5) Coastal Race(s) |
| 3) Ocean Series | 6) To Mexico (Nov.) |

I/WE PREFER

- | | |
|-----------------------------|---------------|
| 1) Boats under 30 feet | 4) Dinghies |
| 2) Boats over 30 feet | 5) Multihulls |
| 3) Specific class or design | |

MY/OUR EXPERIENCE IS

- 1) None
 2) A little: a) Little or no racing, little other sailing experience.
 b) Little or no racing, one or more years of general sailing.
 c) Little or no racing, lots of cruising and/or daysailing.
 3) Moderate: a) Less than one full season; b) Out of area racing experience, but am unfamiliar with local conditions.
 4) Mucho: a) One or two full local seasons; b) One or two long distance ocean races; c) Years of Bay and ocean racing.

Other pertinent experience: _____

I/WE WILL

- 1) Help with the bottom, do maintenance — anything
- 2) Play boat administrator, go-fer
- 3) Go to the masthead to retrieve the halyard at sea
- 4) Navigate, I've got lots of experience
- 5) Do foredeck, I've got lots of experience
- 6) Do grinding, I've got muscle
- 7) Do lunches/provisioning

MEN TO CREW — cont'd

Jeff Jankowiak, 44, (415) 931-8781 or (773) 805-6095 wants 1,3,6/prefers 2/exp 3, Farr 40/IMS Worlds/MUMM 30/will 1,4,6,7.
John Skinner, 52, (510) 758-5265 wants 2,3,5/prefers 2/exp 4c.
Josh Brooks, 29, (310) 871-9929 wants 1,3/prefers 2,5/exp 2b/will 2,3,4.
Josh Oen, 47, (510) 791-7690 wants 1,2,5/prefers 1/exp 2b/will 1,2,3,7.
Karl Oestergaard, 40, (734) 944-2581 wants 3-especially Newport/Ensenada/prefers 1,2/exp 2c,4b/will 1,2,3,4,5,6,7.
Ken Olcott, 40, (650) 464-8553 wants 1,2,3,4,5,6/prefers 2/exp 3/will 3.
Kevin Kelley, 51, (916) 346-6869 or quetzalcoatl@yahoo.com wants 1,3,4/prefers 2,3 multi-masted boats/exp 4a/will 1,5,6.
Kevin Maddox, 36, (925) 383-0597 wants 1,3,4,5,6/prefers 2/exp 2a/will 1,3,6.
Mark Christensen, 39, (415) 661-2940 or sfsaxplayer@yahoo.com wants 1,3,5/prefers 2/exp 4a,c-1 year/will 1,2,3,5,7.
Pete Christianson, 40, (408) 441-1834 or pchristxxx@aol.com wants 1,5,6/prefers 2,5/exp 2b/will 1,2.
Peter Kacander, 38, (650) 714-2042 or kadyca@yahoo.com wants 1,3,4,5,6/prefers 1,2/exp 4a,b,c-PacCup 02/will 3,5,6,7.
Peter Muny, 50, (415) 927-1750 or petermuny@earthlink.net wants 1,3,4,5/prefers 1,2,4,5/exp 4-free diver/will 3,5,6.
Randy Kalie, 52, (510) 676-4444 or rkappldth@msn.com wants 1/prefers 1,2/exp 3b,4-Ha-Ha 04, Bash veteran, watch capt./will 1.
Robert Putt, 35, (415) 515-2586 wants 1,2,3,5/prefers any/exp 3b-2 seasons on Puget Sound/will 1,3,6.
Scott Smith, 45, (303) 489-0217 or scotts87928@yahoo.com wants 1,3,5/prefers 2/exp 4b/will 1,2,3,5,6.
Sean Streiff, 42, (415) 558-1758 wants 1/prefers 1,4/exp 2a (read a basic sailing manual)/will 3-maybe,6.
Stark Pelton, 55, (925) 575-4970 wants 1,2/prefers 1,2/exp 2c/will 1,2,7.
Stephen W. Bell, 34, (831) 596-2172 wants 2/prefers 2/exp 1, cert. working paramedic, positive attitude/will 1,6.
Steve George, 44, (650) 596-0626 wants 1/prefers 2/exp 3a (OCSC BB, J105, U24, Skipper cert)/will 1,2,6,7.
Thomas Massling, 37, (734) 322-9850 wants 3-especially Newport/Ensenada/prefers 1,2/exp 2c-dinghy races/will 1-7.
Tim Page, 49, (916) 624-9282 or (916) 669-1818 (w) wants 1,2/prefers 1,2/exp 2b/will 1,3,7.

WOMEN TO CREW ON A RACING BOAT

Amy Lyons, 23, (415) 385-1529 or ATLyons04@yahoo.com wants 1,3,5,6/prefers any/exp 3b, college dinghy sailing on East Coast/will 1.
Dede Thoma, 57, (707) 888-4103 wants 1/prefers 2/exp 2c/will 1,2,7.
Jean Magistrak, 48, (415) 454-8604 wants 1,4/prefers 2(out of Marin)/exp 4-Cal 20s, J24s, Swan 38/will 1,2,5,6,7.
Lindsay Cohen, 28, (415) 819-3794, Inc 419@yahoo.com wants 1,2,3,4,5/prefers 1,2/exp 4abc, cert. diver, CPR/will 1,2,3,4,5,6,7.
Lori, 39, deganya@aol.com wants 1/prefers 1,2,5/exp 2b/will 1,2,7.
Lori Taguna, 40+, (510) 540-4169 wants 1,2,4/prefers 2/exp 3a/will 1,2,3,5,6,7.
Lynn, 54, sfmariner@gmail.com wants 1,2,3,5,6/prefers 2,5/exp 3/will 2,7.
Marl, 51, (707) 996-8260-fax or aspenseer@yahoo.com wants 1,2,3,5,6/prefers 1,2,3-J35, J105, Melges, SC/exp 4-Coastal Cup/will 2,7.
Melany Brandon, 41, (510) 215-8263 wants 1,2/prefers 2/exp 2a (eager to learn, pos. attitude, strong female)/will 2,7.
Nancy Trautmann, 42, (415) 713-4205 wants 1/prefers 2/exp 2/will 1,7.
Susan Brooks, 54, (650) 518-1616 or fearlessrider@yahoo.com wants 1,2,3,5,6/prefers 2/exp 4/will 4,5,6,7.

COUPLES TO CREW ON A RACING BOAT

Tim & Kim McDonald, 49/34, (650) 529-9119 or (650) 728-3822 want 4/prefer 2/exp 4c-industry workers/will 1,2,3,4,5,6,7.

RACING BOATS LOOKING FOR CREW

MEN LOOKING FOR RACING CREW

Eric Stone, 50, (707) 459-6967 wants 1,2,3,4,5,6/prefers 1,2,5/exp 2b/will 1,2,3,6,7.
Gary Tabor, 46, (510) 759-1081 wants 1,2,3,5/prefers 1,2,5/exp 3/will 4,5,6.
Javier Jerez, 42, (415) 200-8190 wants 1,3/prefers 1,2,3-WBRA/exp 2b/will 1,2,7.
Jeff Cannon, 47, (209) 548-0911 wants 1,3,6/prefers 2/exp 2b/will 1.

Cris Sena, 42, (925) 382-7387 or sena_cris@yahoo.com, Express 34 plans 1,3,ad/wants 1,2,3/races 1,2.
Darrell Caraway, 40, (510) 531-4159 or fax (510) 595-4126, Cal 20 plans 1,ad/wants 1/races 2.

"WANT CREW" CODE

I/WE PLAN TO RACE

- | | |
|------------------------|----------------------------|
| 1) San Francisco Bay | a) Handicap |
| 2) Monterey/Santa Cruz | b) One Design |
| 3) Ocean Series | c) YRA season |
| 4) 2005 TransPac | d) Specialty events |
| 5) Coastal Race(s) | and/or occasional YRA |
| 6) Mexico Race(s) | e) Beer Cans |
| 7) Baja Ha-Ha Cruisers | f) Anything and Everything |
| Rally (late October) | |
| 8) Other | |

I/WE WANT CREW

- Who will consistently put out 100% for the chance to get experience, and won't complain when cold, wet or scared silly.
- With at least one full season of racing experience
- With more than three years experience
- Willing to do occasional maintenance/repairs
- Willing to do occasional lunches/galley duty

I/WE RACE

- Casually. Winning is nice, but let's keep it fun
- Pretty seriously. Why else make the effort?
- Very seriously. I/we don't like to lose.

MEN LOOKING FOR CREW — cont'd

- Dave Fiorito, (707) 568-5717 or cell (707) 696-0701, C&C 36 plans 1,2,5,ae/wants 1,2,4/races 2.
- David Janney, 47, (707) 874-9618, Wilderness 30 plans 3,5,e/wants 2/races 1.
- Jim Fair, (650) 967-6207, Merit 25 plans 1,ac/wants 1/races 1,2.
- John Davis, 57, (925) 831-8229 (w) or peggysue@pacbell.net, Laser 28 plan 1,acde/wants 1/races 2.
- Lawrence Ives, 55, (408) 897-4116, RLives@calcreek.com, 23-ft Star plans 1,bd/wants 1,4/races 1.
- Mark "Pancho" Sutton, 50, (650) 349-5590, J/24 plans 1,b/wants 1/races 2.
- Mike C., 65, mnmbakcup@yahoo.com, Cal 34 plans 8 (Vallejo),e/wants 1,4/races 1.
- Nigel Donnelly, 40, (415) 989-1422 or nigeld@hotmail.com, Melges 24 plans 1,bd/wants 2/races 2.
- Simon Palmer, 61, (415) 453-5346, Ranger 30 plans 1,5,ae/wants 1/races 1.
- Steve Hartman/Joe Wells, twoguysj24s.com, J/24, J/105 plan e/want 1/race 2.
- Wally Whittier, 36/65, (415) 309-3935, J/24 plans 1,b/wants 1/races 2.
- Zhenya Kirueshkin-Stepanoff, 55, (408) 316-1091, 20' Flying Dutchman Dinghy plans 1,2,abde/wants 1,2/races 2,3.

WOMEN LOOKING FOR RACING CREW

- Lynn Guerra, 64, (925) 963-5643, 34 Catalina, 1993 plans 1,be/wants 1,2/races 1,2.

COUPLES LOOKING FOR RACING CREW

- Carl & Jini Bauer, 67/63, (916) 944-2843, Olson 34 (Ozone) plan 1,d/want 2/race 2.
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MAX EBB — CLOSE ENOUGH

Even from inside the cabin of my boat, I can always tell when someone is walking down the dock. I'm not sure if it's a vibration transmitted through the docklines or the little waves coming out from the sides of the dock, but something makes the boat shake in time with the footsteps — very subtle but just enough to be detectable. If I'm working on some below-decks project like the interior trim or electrical system, I usually don't bother to poke my head out of the hatch to see who it is. I can identify some of my dock neighbors just by the vibes of their walk.

But last Saturday I felt an entirely different kind of vibration. From the sharp but random jostling of the dock it seemed like a herd of buffalo had come down the gangway. As the shaking grew stronger and nearer, I could hear some of the voices from the stampede:

"Are there sharks in this water?"

"How deep is it here?"

"Are we going to go all the way to Alcatraz?"

"Look! Fish! Right there in the water!"

This was worth putting down my varnish brush. There must have been 40 high school kids, all wearing identical lifejackets, being guided down the dock. Most of them, from their comments and questions, had probably never been in a marina before. Some of them had probably never even been on a boat.

This was not your usual yacht club junior program crowd. It was a good random sample of the local teenage population: Asia, Africa and Central America appeared to be represented in about equal proportions. I listened some more as they filed past my boat, picking out dialects that ranged from schoolyard "at-risk" slang to nerdy techno-geek, with a fair amount of Spanish in the mix, too.

"It's exactly like steering a sailboat with a broken rudder."

But on this dock there was no ferry waiting to take a group of school kids to Angel Island, and no commercial fishing boat standing by for an educational field trip. What on earth could they be doing in my marina, let alone on my dock?

Then I saw who was driving them along. Lee Helm, graduate naval archi-



tecture student at the University, was in the back of the pack. She was walking with three more adults — also representing three different continents — and was so deeply engaged in describing something that she didn't even seem to notice me as she approached my open hatch.

"What's the occasion?" I asked as they hove within hailing distance.

Lee just waved, and kept talking. This had to be investigated further. So I closed the varnish can, threw away the foam brush, and followed them down the walkway to the end tie.

There, in the berth usually reserved for visiting yachts, were two enormous canoes, probably 50 feet long. I counted 12 thwarts in each one, providing enough seating for 24 kids with paddles. I had seen these boats practicing out in the channel, and had some idea how they worked. "Dragon boats," Lee had called them, but the only thing I remembered about them was that the design is essentially unchanged since 400 B.C., and

Boats like Dragons have been around for centuries, but still prove useful for marine engineering research.

"Lee, have you been applying for whacky government grants again?" I called over to where she was helping the first few nervous kids into the unstable boats.

"Like, this is important military work, Max," she answered without looking back in my direction. "The defense of the nation is in our hands."

The dock was too crowded and too noisy for me to ask more questions. I picked up a slack dock line and held one of the boats hard against the float while more kids climbed aboard, warning them to put their feet in the middle as they stepped in. Despite their length, these boats were so tender that one large person standing off center threatened to put a rail under.

Two of the adults were handing out paddles while another was helping to reverse some lifejackets that had gotten put on inside-out. Eventually the dock was almost clear, and all 40 paddlers were at their seats and ready to go. But there was a problem: "Who's steering boat number two?" shouted one of the instructors.

"Like, you were supposed to!" answered Lee.

"No, I'm in number one. We're missing one of the certified steerspeople. Can't you do it?"

"No way, I have to run the experiments," said Lee. Then she looked over in my direction.

"Jump in, Max. Uncle Sam needs you."

"What is it you want me to do?"

FOR GOVERNMENT WORK



"Just get in and pick up that steering oar. There's, like, nothing to it. It's exactly like steering a sailboat with a broken rudder."

Since I've logged a fair amount of time steering boats with broken rudders, this seemed like it might be the job for me. I carefully climbed into the stern, picked up the T-handle on the front end of the massive wood steering oar, and found a place to put my feet on the sloping bottom. Lee untied the dock lines and hopped on. She was carrying a small metal suitcase and some coils of wire.

"Left side, push off!" she shouted as she seated herself just forward of me on the only unoccupied thwart. "Paddles up!"

Most of the paddlers knew what to do — apparently they had already had some ground school. They held their blades just above the water surface, and when Lee shouted "Take it away!" they all started to paddle in time to drum beats coming from somewhere way up at the bow.

"We'll go five minutes for a warm-up," she said. "Paddle light."

The steering was easy at first, using the oar to push the stern around. As we gathered speed, I tried to steer my usual route out of the marina. But whenever I made a small course correction, the boat only wanted to keep turning the same way. It took a much bigger push on the oar to get it to stop turning, and then I had to use even more force to prevent it from spinning out in the other direction.

"Didn't the ancient Chinese know

anything about directional stability?" I complained as I recovered from a particularly bad zig-zag to one side of my intended course.

"Like, it's a river boat, Max. Can't have any skegs or rudders to catch weeds or hit the bottom. And the long overhangs

beside her, and opened it up to reveal a laptop computer, a GPS and some other expensive-looking boxes with wires and switches. She connected everything together, turned on the computer, and plugged one of the wires into another wire that ran forward under the gunwale of the boat.

"This one goes to the knotmeter," Lee explained, as if the functions of everything else should be perfectly obvious to me.

"Okay, let me guess," I said. "You got a government grant to buy you that instrumentation package, and all you had to do for it was write 'Navy' on the sides of the boats?"

"No way, Max. We're talking the U.S. military! They're paying for the whole program!"

"I know this is a great thing for these kids and all, but why would our government want to sponsor a dragon boat team?"

"This is not a team, Max. It's like, education and research."

Lee finally described what was going on with her program. The Office of Naval



The Navy has a long history of underwriting unusual projects. At one time this boat claimed the sailing speed record of about 30 knots.

are for loading passengers and cargo over shallow banks without getting wet."

After a few minutes I was able to keep a more-or-less straight course, but I could see why this was not as easy as it looked.

Meanwhile, Lee had put the mysterious metal case on the thwart

Research was established in 1946, and funds work at more than 450 different universities and labs. They take credit for inventing the GPS and the laser, among other spin-offs.

"Their main interest is in advancing naval technology," she explained, "but they get involved with long-term 'pure research' kinds of things. And like, they decided that there aren't enough smart young naval architects designing enough brilliantly innovative ships, so they also fund an 'innovative ship design' pro-

MAX EBB — CLOSE ENOUGH

gram."

"And these kids are supposed to design ships?" I asked.

"Well, eventually, yes. This is part of the ONR's K-12 program, for education in naval architecture and marine engi-

"This whole boat is a full-scale laboratory of ship design and propulsion science. Look what's going on here: We have low

"Not to worry. All the bad kids in the neighborhood are out here with us."

neering. And like, there's a real need for it, too. With teachers at all levels falling all over themselves to teach, to those standardized tests, there are hardly any resources left for hands-on science projects that diverge a little from the standard curricula. And like, the standard curricula is pretty lame when it comes to marine sciences.

"And that's where you come in?" I said as I heaved on my end of the oar to stop a turn in the direction of an oncoming sailboat.

"Most public school science teachers don't know Archimedes from Arneson," she sighed. "So the ONR decided it was time to do something. I mean, a little bit of government research money goes an awful long way when you, like, exploit some volunteer labor from the local canoe club as part of the deal."

"Well at least they have the good sense not to actually pay you to do exactly what you'd probably be doing anyway."

"It's not like I didn't try," she confessed. "I'm still a starving student. But the grant does pay the teachers who are doing this as part of their day jobs."

The drummer in the front of the boat called, "Let it ride," and the boat coasted along silently when the paddlers shifted into neutral. He gave a few of the kids pointers on paddling technique, spending some time sitting beside them on the thwart so they could mirror his body movements. Then he moved back to the drummer's station in the bow, called "Paddles up" and "Take it away" to put the engines back in forward.

Lee had me steer into an open stretch behind the long breakwater, where we would find wind protection and smooth water.

"This is all very good for the kids," I said, "especially the ones who want to be competitive paddlers. But where does the science and naval architecture come in?"

"You gotta be kidding!" Lee exclaimed.

static stability — they feel that with their first step on the boat. We have directional instability — you've been, like, dealing with that since we left the dock. We have power-speed relationships, wake fraction and slipstream effects, Kelvin wake patterns, seakeeping issues, free surface effects, frictional versus wave-making resistance . . ."

"Okay, okay, I get the picture. But are these high school kids going to understand any of this?"

"For sure, Max. This makes it all tangible and tactile. They will feel the results of our experiments in their own sore muscles and joints!"

"Well, if you can do it without too much math, I guess it might keep them interested."

"The math is actually pretty simple. Except maybe the directional stability derivatives, but I think I can, like, explain that in a way that will make sense. But you're right, the approach has to be much more experiential than theoretical with students on this level. This first experiment that we'll do today is the speed decrement study."

"Um, how long are we out for?" I asked anxiously as I glanced back in the direction of my own dock. "You know, I left my boat wide open."

"Not to worry," she joked. "All the bad kids in the neighborhood are out here with us. Anyway, this won't take too long. We're almost all lined up for the speed decrement experiment."

"The speed decrement test," Lee explained as the crew twisted around to see and hear her, "is just a record of speed versus time as the boat gradually coasts to a stop."

"What's a decrement?" asked one of the students.

"That just means, like, the decrease — in increments."

"What's an increment?"

I had to turn away so the kids couldn't see me cracking up.

But Lee kept her cool. "We're just going to measure how long it takes the boat to slow down after we stop paddling. Who here has taken physics?"

The hands of about half the kids went up.

"First equation you learn in physics is that force equals mass times acceleration — or deceleration, in this case. Acceleration is how fast we're speeding up, deceleration is how fast we're slowing down. So like, if we know exactly how much the boat and everything in it weighs, and we record our speed every second, we can figure out how much force is slowing us down."

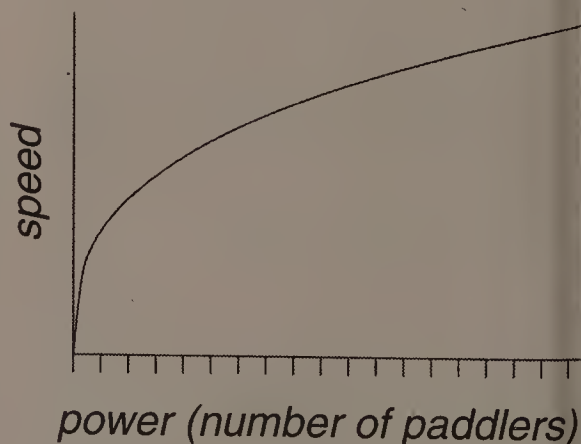
One paddler raised her hand.

"So it's like that lab we did where we measured the friction coefficient of a block of wood?" she asked.

"Not really," said Lee. "Friction coefficient of a block of wood on a ramp is mostly independent of speed, so the answer is one number — same friction force at all speeds. It's different with boats. Friction depends on speed, in a way that we'll try to determine with this experiment. We're going to measure friction — or more accurately, total resistance, over a range of speeds, and see if there's any kind of interesting relationship between speed and drag."

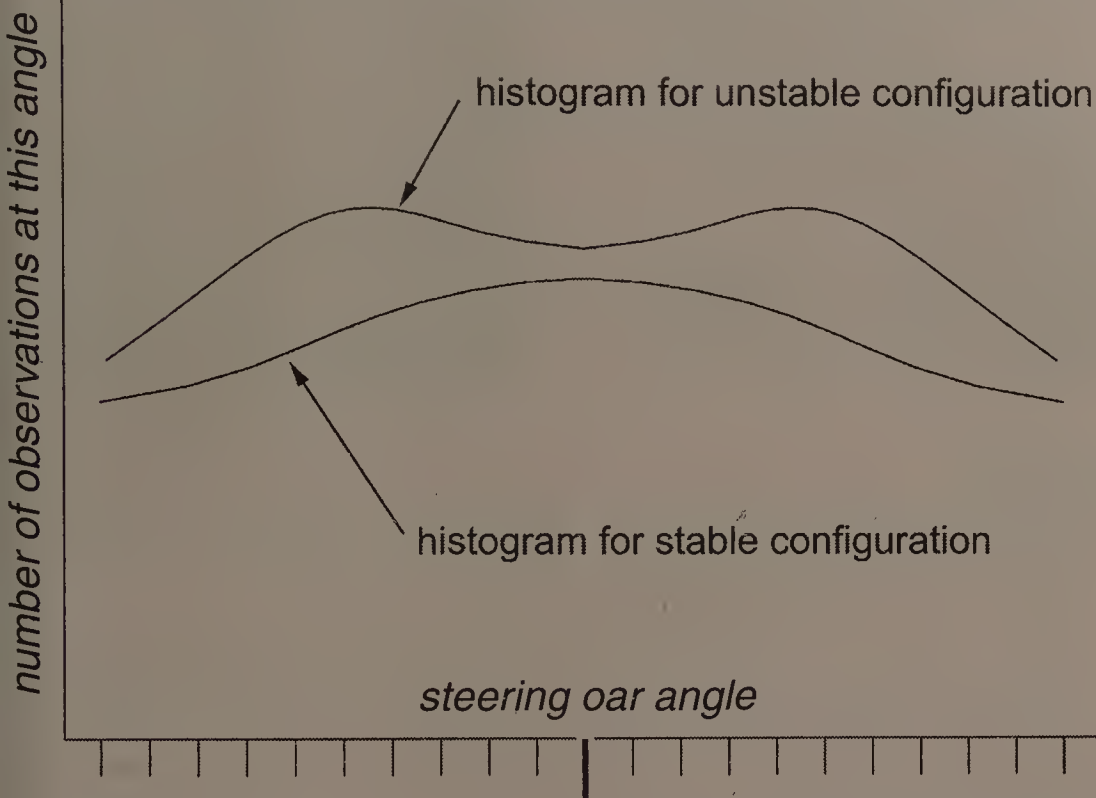
Another hand went up. Lee called on him.

"I noticed that we never really coasted to a stop," he said. "So I think we already know that the friction is a lot less as we



go slower."

"Which raises a very interesting question," said Lee. "If you start a boat moving and then let it coast, in no wind and no waves and no current, for an infinite amount of time, will it go an infinite dis-



tance?"

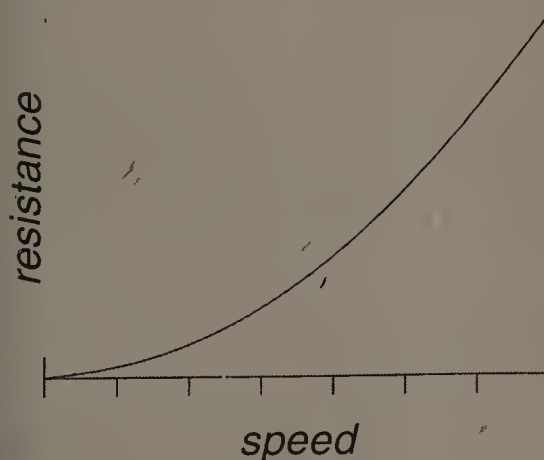
A few more hands went up.

"No quick answers please. Anyone who can write up the answer with the correct proof gets an automatic A for the course. You'll need calculus to do it."

This one had me thinking as the kids started to paddle again, and I maneuvered the boat into position to start our first test run.

"I thought you said no hard math."

"Extra credit problems are different," Lee said with an evil grin.



After some backing and filling, we were lined up with the channel marker that Lee wanted to use as the starting point.

"Remember," she announced, "stop paddling when you hear the whistle. And

stay as still as you can until you hear the whistle again. No talking, no movement during the experiment run."

Lee checked her wires, made sure data was being recorded, and signaled the paddlers to dig in. She called off the speeds as we passed through four knots, then five, leveling off somewhere short of six knots.

The drummer called for a 'power 20' and everyone worked even harder, adding another couple of tenths of a knot. Spray was flying and paddles were crashing into each other as the novice crew struggled with their timing. When Lee was satisfied that I was steering straight and the boat was at full speed, she blew the whistle. It took several minutes for our speed to come all the way down to near zero, when Lee signaled the end of the first run.

"Okay, we'll do that three more times," she said, "so we have two runs in each direction."

"Back when I was in school," I remarked as I rowed the stern around to reverse course, "we needed a strip chart recorder the size of a small refrigerator to record data like this."

"You mean, like, you collected all your data on paper? How did you get the data into your computers?"

"Computers? What computers? We had to measure the traces on the charts by hand and eyeball, and then analyze the data with a slide rule. And make our graphs with a pencil and paper."

"That's so totally lame," she said. "All we needed for this project was some software and an obsolete laptop that won't even matter if it gets drowned. But like, I still put the fancy metal case in the budget just to impress the kids."

After three more speed decrement runs we were on our way back to the dock. The kids were getting much better at keeping their timing together, even in the short practice time they had, and I was finally figuring out how to steer this beast without writing my name with the wake.

"What's the next experiment?" I asked.

"A sort of 'poor person's' resistance curve," Lee explained. "Depending on, like, how repeatable it is, we might study the effects of varying the displacement, or how the heel and trim angles change resistance. That's kind of a sideline. The next main project is the power versus speed relationship."

"How will you do that? Vary the number of paddlers?"

"Basically, yes. But it will be up to the students to figure out how to do it accurately. As you can see there's a humongous difference between the strong and the not-so-strong paddlers. They'll have to come up with a methodology for quantifying, or like, at least ranking, the power of each paddler. They can use a small canoe for individual trials, or have tug-of-wars with half the paddlers facing backwards, or just randomize and do enough tests to level it all out. It's like, up to them."

"Maybe you could also have them invent a device to measure speed," I suggested. "That store-bought knotmeter seems like cheating."

"They can work on that back in their science lab if there are some rain days. First we want to see if we can get a nice curve showing resistance proportional to speed squared, and another curve showing power proportional to speed cubed."

"And you'll put the results on great big posters and put them up on a bulletin board in the school's main hallway?"

"Like they did it back in the Ming Dynasty? I think we'll just upload the graphs to the school's website, with some pictures."

"How long does this project run?" I asked, wondering how often there would be hordes of kids on my dock. "Seems to me you'll be finished with those power and resistance curves in a week."

MAX EBB

"We have years of research ahead of us, Max. After these speed and power studies we look at directional stability, using various combinations of skegs and rudders."

"That's pretty hard to measure, isn't it?" I said as I pushed hard on the steering oar to correct another sudden swerve of the bow that seemed to come from nowhere.

"There's a pretty cool short cut for that too," she explained. "We'll measure steering deflection as a function of time, and plot it as a histogram. A single-peaked curve usually indicates stability, but a bi-modal distribution — meaning that the oar spends more time to port or starboard than on centerline — indicates instability."

The drummer called for another "power 20," probably just to make sure we looked good as we passed in front of the yacht club.

"Timing!" he shouted. "Eyes in front! We'll go faster if we all paddle together!"

*"I thought
you said no
hard math..."*

"That might not really be true," Lee observed. "And the last project of the year will be, like, some actual serious research on the effects of paddler phase relationship on resistance

and propulsion."

"You mean you'll teach them to paddle out of sync?"

"For sure. There's research on 8-oared shells that shows a nine percent increase in resistance due to surge and pitch caused by the unsteady thrust and weight movements. It's like, probably a much smaller effect on a Dragon boat. I think the reason that teams with good timing are faster is just because they practice more and can paddle harder. Should make a good student paper for the local Society of Naval Architects meeting."

Docking the boat was a challenge, but I found that as long as I didn't use strange words like "port" and "starboard," I could call for forward or reverse from the paddlers on the left or right sides, and maneuver just like a twin-engine powerboat. At least Lee seemed unconcerned — through the whole operation she was describing her next grant application, this one using a sailing dinghy:

"All we do is find a double-finger slip with a steady breeze, and tie up an El Toro in the middle with strain gauges — which, like, really means fish scales — on all the lines. We add up the forces, do some resistance tests, and we'll have an El Toro velocity prediction program or VPP!"

"What you'll really have is the Navy paying for a junior sailing program."

"That too," she admitted. "And like, wait 'til you see the race committee boat that the local Coast Guard Auxiliary is going to get with Homeland Security money!"

— max ebb



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THE RACING

With reports this month on the conclusion of the *Corinthian YC Midwinters*; the wind-starved *Three Bridge Fiasco*; the *Golden Gate YC Midwinters*; a new record for the *Pineapple Cup*; the *Rolex Miami OCR*; lots of *box scores*; and a few *race notes* at the end.

Corinthian YC Midwinters

The 2005 Corinthian YC Midwinters, the biggest and most popular midwinter series on the Bay, continued (and concluded) on the soggy weekend of February 19-20. A total of 109 boats sailed in 13 classes, a fine turnout given the nasty weather forecast.

Saturday's race was, in a word, miserable. Driving rain, light air, and a huge ebb wreaked havoc on the fleet. After a 15-minute postponement, all classes started under spinnaker in a fitful northerly, flushed out of Raccoon Strait by the ebb and heading for various marks on the Cityfront. Getting back into the Strait was the tricky part, and 48 boats eventually lost patience and threw in the towel. Just about every boat led its class at one point or another during the marathon drifter, which finally concluded when an anemic westerly filled in around 4 p.m. to propel the fleet home.

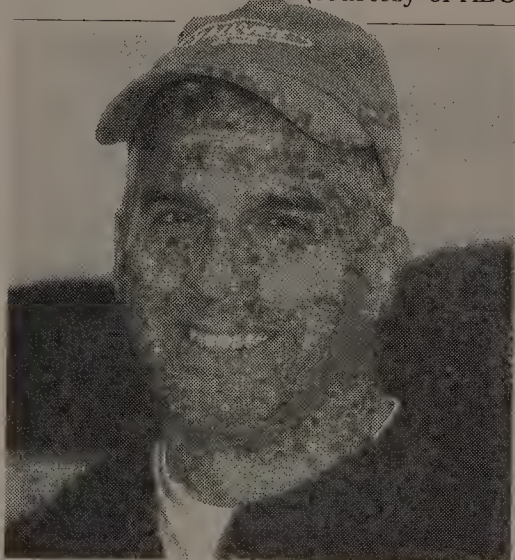
The CYC series is also the most social of the midwinters, once again treating the racers to free beer (courtesy of ABC

race tactics in general, and then it was back to the race course.

This time, the wind was blowing from the south, and the race committee sent the fleet on a beat to Blackaller, followed by a headsail reach to either Fort Mason or Blossom, and a spinnaker run home. It was a bit of a parade, and once again the deck got reshuffled — though not nearly as badly as Saturday — as the fleet fought its way up the Strait to the Elephant Rock turning mark.

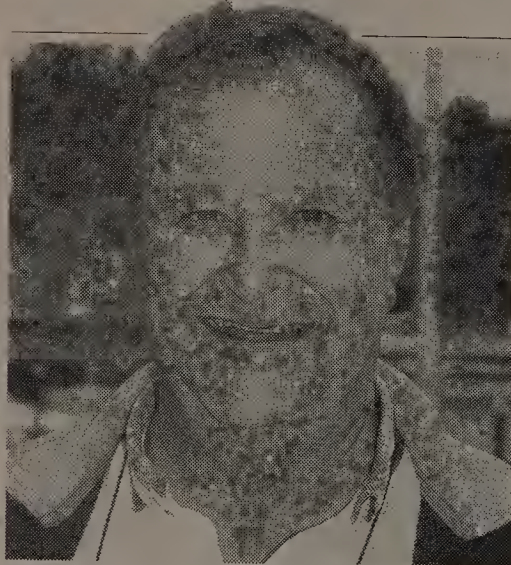
Confusion reigned briefly at the finish line, as a non-racer snagged the large orange finish line buoy, sailed away with it, and then simply cut it loose and continued on. The race committee, who videotaped the incident and has since contacted the inconsiderate skipper, used a line-of-sight on Angel Island to finish boats until the mark could be retrieved and replanted. Other than that odd incident — and a J/105 beaching itself on the Cityfront and a few kites blowing out near the finish when a series of gusts rolled through — it was an uneventful, suprisingly dry, and pleasant enough day on the water.

In an awards ceremony that took almost as long as the actual race, CYC Rear



LATITUDE/ROB

Midwinter maestros — Mark Varnes (above) and Jan Borgeson (right) took home the two top prizes at the Corinthian YC Midwinters.



LATITUDE/ROB

Yachts and Pineapple Sails), a racers' buffet dinner, and dancing to the music of Girls Night Out. On Sunday morning at 10 a.m., tidemeister/sailmaker Kame Richards gave an entertaining talk about Saturday's "adventure" and midwinter

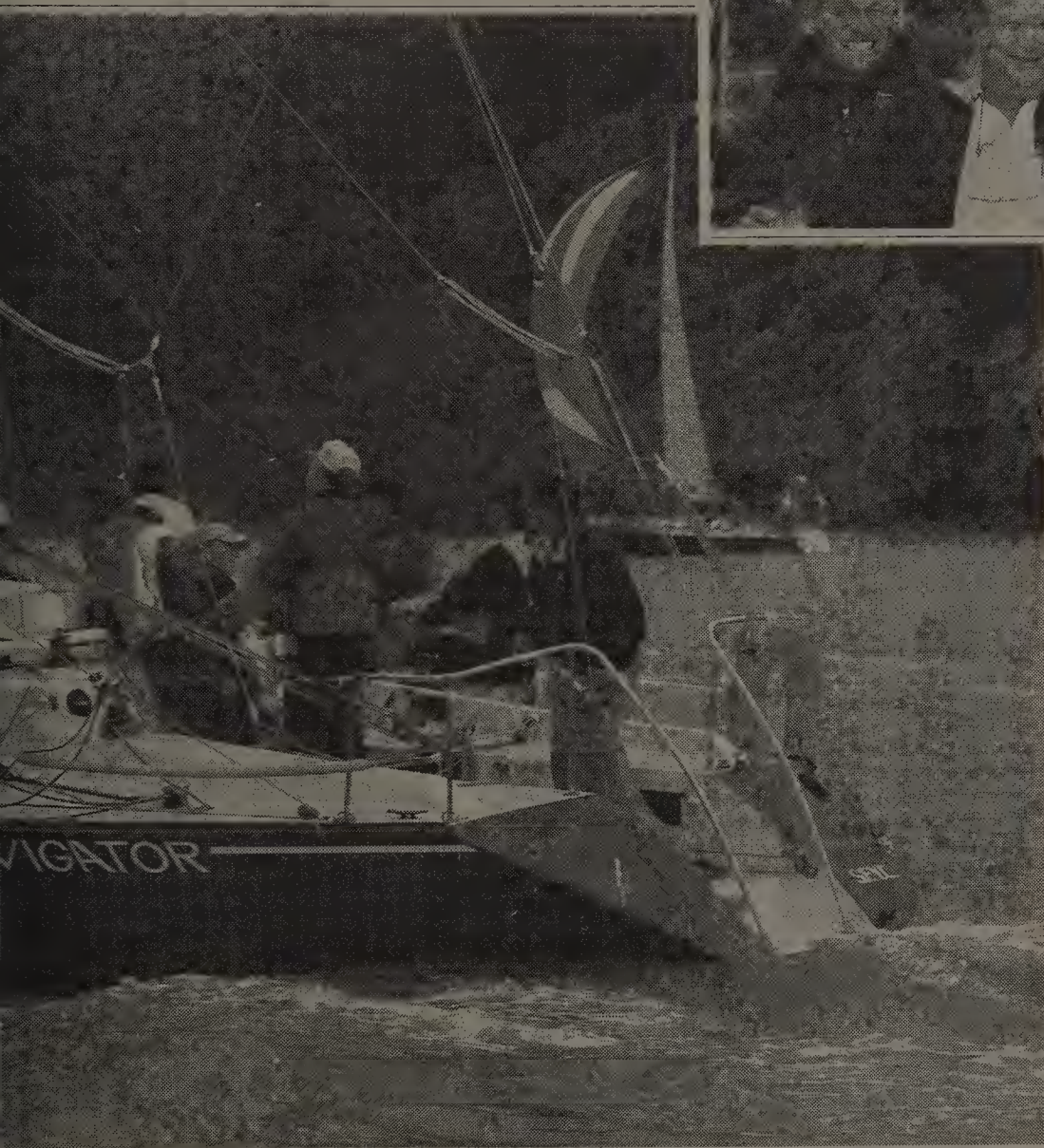
Commodore Michael Morazadeh, doing double duty as race chairman, doled out a tableful of traditional silver trophies, including special "President's Day" trophies for best performance in class on the second weekend. Seemingly everyone



went home with a trophy of some kind, and everyone left with a smile on their faces — especially Mark Varnes, skipper of the J/120 *Valkyrie*, who was awarded the Best Overall Performance Trophy, and Jan Borgeson (Elliot 1050 *Basic Instinct*), who took a similar trophy as top CYC skipper for the third time.

Despite a determined effort by two SFYC teams, the Aotea Team Trophy — a sideshow competition among three-boat yacht club teams — went to the all non-spinnaker CYC team of *Basic Instinct*, *Smogen III*, and *Chica*. Overall results of the four-race, no-throwout series follow. Complete results can be found at www.cyc.org. (Kudos to Morazadeh and CYC for posting daily results on their website the night of the race.)

DIV. I (< 62) — 1) **Great Sensation**, 1D-35, Rod Hagebols, 8 points; 2) **Morpheus**, Schumacher 50, Jim Gregory, 9; 3) **Astra**, Farr 40, Mary Coleman, 11; 4) **Emily Carr**, SC 50, Ray Minehan, 26; 5) **Sensation**, 1D-35, Roberto Giramonti, 29.5; 6) **Inspired**



Sunday school — Bill Melbostad's *Soverel 33 'Navigator'* spanked PHRF-II wire-to-wire in the fourth CYC race. Inset, team winners, from left: Julie LeVicki, Jan Bjorgeson, and Ted Goldbeck.

Environments, Beneteau 40.7, Timothy Ballard, 30. (14 boats)

J/120 — 1) **Valkyrie**, Mark Varnes, 6 points; 2) **Mr. Magoo**, Steve Madeira, 9. (5 boats)

EXPRESS 37 — 1) **Golden Moon**, Saliy & Kame Richards, 8 points; 2) **Eclipse**, Mark Dowdy, 9; 3) **Elan**, Bill Reiss, 12. (6 boats)

IOR WARHORSE — 1) **Aleta**, Peterson 46, Keith Brown, 6 points; 2) **Great Fun**, Davidson 50, Stan Glaros, 9; 3) **Tiger Beetle**, N/M 45, Rob Macfarlane, 10. (6 boats)

J/105 — 1) **Aquavit**, J/105, Tim Russell/Roy Steiner, 6 points; 2) **Risk**, Titchener/Whitney/Woodley, 21; 3) **Orion**, Gary Kneeland, 22; 4) **Frisky**, J.T. Hansen, 23; 5) **J-Tripper**, Mario Wijtman, 23; 6) **Whisper**, Eden Kim, 26; 7) **Irrational Again**, Jaren Leet, 27; 8) **Jabberwocky**, Brent Vaughan, 28. (17 boats)

DIV. II (62-114) — 1) **Faster Horses**, J/100, Doug Holm, 10 points; 2) **Yucca**, 8-Meter, Hank Easom, 10; 3) **Navigator**, Soverel 33, Bill Melbostad, 15; 4) **Mintaka 4**, Farr 38, Gerry Brown, 23; 5) **Petard**, Farr

36, Keith Buck, 24; 6) **Flexi Flyer**, Soverel 33, Mitch Wells, 29; 7) **Knots 2**, J/109, Bob Doscher/John Notman, 33. (19 boats)

NON-SPINNAKER I (< 136) — 1) **Basic Instinct**, Elliott 1050, Jan Borjeson, 5 points; 2) **Q**, Schumacher 40, Glenn Isaacson, 9; 3) **Salient**, Cal 39, Mark Pearce, 14; 4) **QE-3**, Tartan Ten, Tom Perot, 15; 5) **Perseverance**, Beneteau 47.7, Daniel Chador, 27. (12 boats)

DIV. III (115-141) — 1) **Silkye**, WylieCat 30, John Skinner, 6 points; 2) **Harp**, Catalina 38, Mike Mannix, 13; 3) **Shenanigans**, Express 27, Bill Moore/Jeff McCord, 14; 4) **Andiamo**, SC 27, Mike Warren, 15. (10 boats; protest pending)

SF-30 — 1) **Jane Doe**, Olson 911-S, Bob Izmirian, 9 points; 2) **Jeannette**, Tartan Ten, Henry King, 9. (6 boats)

NON-SPINNAKER II (137-147) — 1) **Smogen III**, Custom 36, Julie LeVicki, 5 points; 2) **Shearwater**, C&C 36, Jennifer Lacy, 11; 3) **Silver Cloud**, Islander 36, Fred Melin/Mike Hodgson, 12; 4) **Aria**, Grand Soleil 36, Dan Carrico, 20. (9 boats)

DIV. IV (> 141) — 1) **306LP**, IOD, Jim Davies, 15.5 points; 2) **E-9**, Moore 24, Lesa Kinney, 18; 3) **Baleineau**, Olson 25, Charlie Brochard, 18; 4) **Youngster**, IOD, Ron Young, 21; 5) **Frenzy**, Moore 24, Lon Woodrum, 24; 6) **JR**, Moore 24, Rich Korman,

27. (16 boats)
NON-SPINNAKER III (148-200) — 1) **Roeboat**, Catalina 30, Rod Decker, 5 points; 2) **Ka-Nina**, Catalina 34, Gary

Stypulkoski, 7. (6 boats)

NON-SPINNAKER III (201-up) — 1) **Chica**, Cal 20, Ted Goldbeck, 9 points; 2) **Raccoon**, Cal 20, Dave Crowe, 9; 3) **Patience**, Ranger 23, John Baier, 9. (7 boats)

AOTEA TEAM TROPHY — 1) **Team CYC** (*Basic Instinct*, *Smogen III*, *Chica*), 11.07 points; 2) **Wayward Sons-SFYC** (*Aquavit*, *Eclipse*, *Navigator*), 10.48; 3) **TBN-SFYC** (*Yucca*, *Q*, *Youngster*), 10.24; 4) **Team SYC** (*Lulu*, *Roeboat*, *Gammon*), 9; 5) **CYC #2** (*Psycho Puppy*, *Tension II*, *Baleineau*), 8.19. (10 teams)

Three Bridge Fiasco

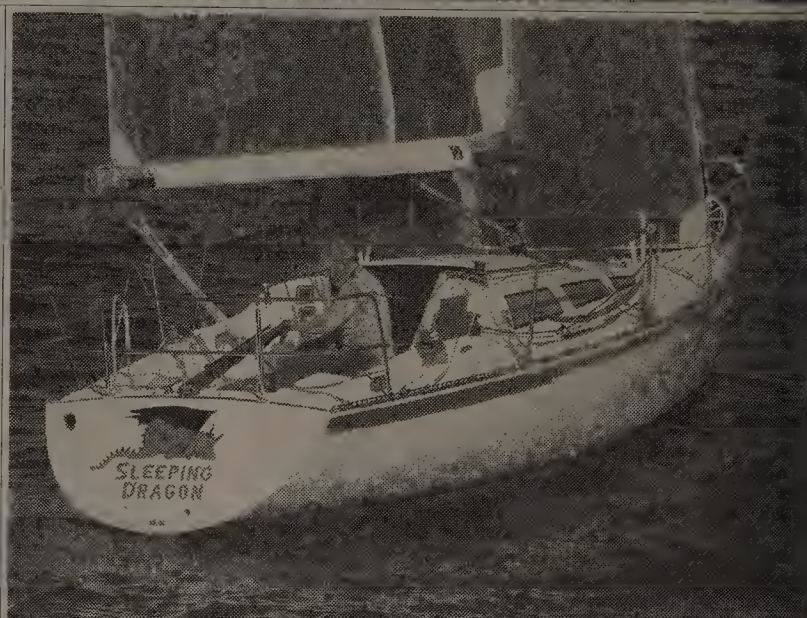
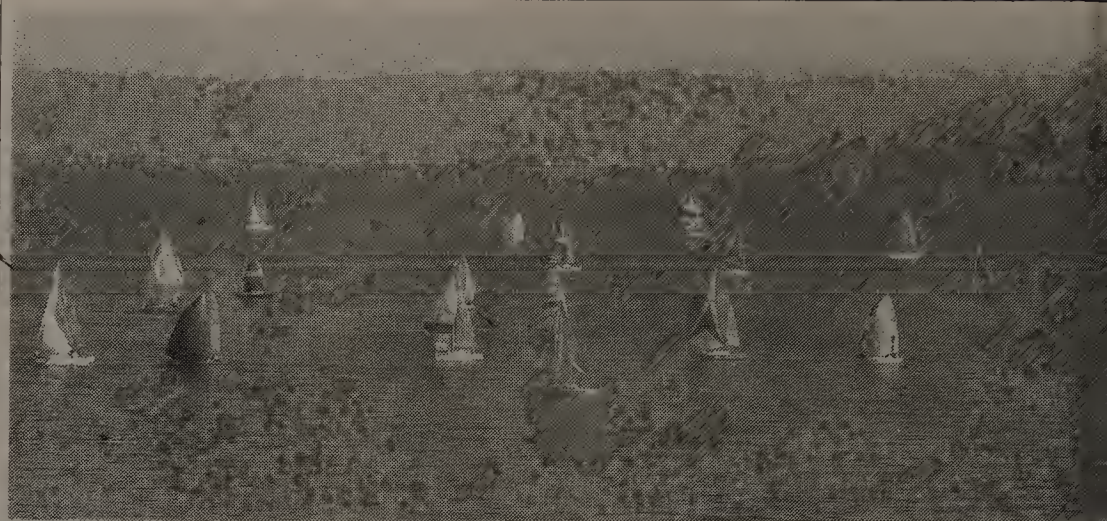
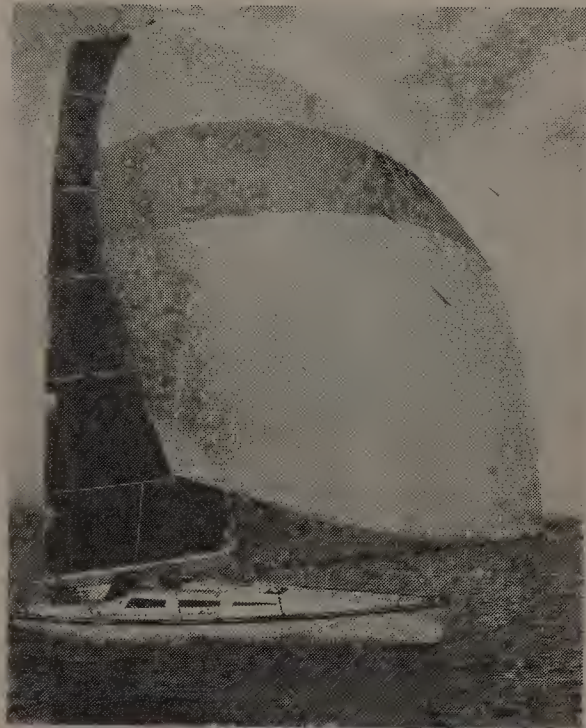
The Singlehanded Sailing Society's 2005 sailing season kicked off with the popular Three Bridge Fiasco on Saturday, January 29. This year, 238 boats (45 singlehanded, 193 doublehanded) started the Fiasco, the second biggest race on the Bay after Vallejo and arguably the wackiest sailboat race on the planet. Unfortunately, due to light air, only 33 finished the float-fest before the 7 p.m. cutoff time.

The aptly-named Fiasco — a whimsical 21-mile pursuit race around Blackaller Buoy, Treasure Island, and Red Rock, in any order — kicked off at 9:30 a.m. in a building flood and faint easterly. Opinions differed on which way to head off the starting line, with the early boats setting chutes and aiming for Blackaller. Watching them struggle, the majority of the latter boats opted for T.I. first. "Rule number one in the Fiasco is always keep moving, no matter what the direction," said eventual overall winner Bill Erkelens, who sailed his turbo Hobie 33 *Enzo* with wife Melinda. "By the time we started, it was actually pretty obvious which way to go."

Ironically, the counterclockwise option meant that the downwind-optimized *Enzo* spent most of the day beating. "We had the kite up three different times, probably for 30 minutes total," said Bill. "But the light air allowed us to make good use of all our extra sail area and minimal wetted surface, and we were able to sail to our 54 PHRF rating."

Bill, a professional sailor and self-described "project manager in search of a project," and Melinda, a lawyer and mom, passed about 50 boats at the Treasure Island parking lot and then headed east into shallower water for relief from the flood,

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chasing Bart Hackworth on the Moore 24 *Gruntled* into the moored barges of the Bay Bridge project. "We had a nice chat with Bart off the end of the Berkeley Pier, and then dove down into the Circle where the westerly was actually stronger, maybe compressing against the lee shore," said Bill. "That was the game winner, and we led boat-for-boat from then on."

Enzo, named after the cat the Erkelens owned when they lived in New Zealand,

Three Bridge Fiasco, clockwise from upper left — The turbo Hobie 33 'Enzo' on an earlier test flight (the Fiasco looked nothing like this!); the view from Crissy Field; even big boats like 'Morpheus' failed to finish; last year's overall winner, 'Sleeping Dragon'; the winning Wabbit, 'Kwazy', wobbles off the starting line; 'Moonshiner's' R.B. Ward and Gordie Nash. All photos 'Latitude'/rob except as noted.

finished the slow race at 5:20 p.m., fully 28 minutes before the next boat, Rod Hagebols' 1D-35 *Sensation*. Improbably, the only singlehander to finish this year's "One Bridge Fiasco" was Dan Haynes, who patiently steered his tiny *Wilderness 21 Pappy* around the course in about ten

hours, finishing just before the time limit at 6:50 p.m.

The SSS-season continues on April 16 with the Singlehanded Farallones Race. Next up on the Erkelens' schedule is the revived Cabo Race on March 19. They'll be sailing *Enzo* in its offshore debut with



3BF still life, cont'd — 'Larrikin' threads the needle; the Mumm 30 'Sand Dollar' ended up third overall; 'Eyrie' skipper Sylvia Seaberg (pictured) and Synthia Petroka eventually quit, taking an OOB ("out of booze"); 'Go Dogs Go' wrapped up first in the Melges 24 class; typical starting mayhem; even the Perkins brothers were out for some 'Good Timin'; and Mark Salmon tries to keep 'Eurydice II' moving.

Wabbit pals Colin Moore and Kim Desenberg. "We're hoping for mostly mid-range conditions," said Bill. "We start planing in around 14-16 knots, well before most of the other boats. There's a lot of reserve buoyancy built into the bow, so it's fun, not scary, to drive the boat at high

speeds!"

SINGLEHANDED:

CLASS 1 (multihull) — No finishers. (1 boat)
CLASS 2 (< 112) — No finishers. (9 boats)
CLASS 3 (114-168) — No finishers. (11 boats)
CLASS 4 (171-up) — 1) **Pappy**, Wilderness 21, Daniel Haynes. (5 boats; all others DNF)

CLASS 5 (non-spinnaker) — No finishers. (12 boats)

WYLIECAT 30 — No finishers. (1 boat)
SPORTBOAT — No finishers. (6 boats)

DOUBLEHANDED:

CLASS 1 (multihull) — 1) **Raptor**, F-27, Todd Olsen; 2) **Sea Bird**, F-27, Rich Holden. (8 boats; all others DNF)

CLASS 2 (< 112) — 1) **Timber Wolf**, Farr 38, Dave Hodges/Bill Keller; 2) **Auspice**, Schumacher 40, Jim Coggan/Chris Morris; 3) **Ozone**, Olson 34, Carl Bauer/Joe Gluvres; 4) **Expeditious**, Express 37,

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Bartz & Marshall Schneider; 5) **Relentless**, Sydney 32, Arnold Zippel/Olivier Le Diouris; 6) **Eurydice II**, Ross 930, George Biery/Mark Salmon. (26 boats; all others DNF)

CLASS 3 (114-168) — 1) **Chesapeake**, Merit 25, Jim Fair/Cindy Surdez. (23 boats; all others DNF)

CLASS 4 (171-up) — No finishers. (24 boats)

CLASS 5 (non-spinnaker) — No finishers. (15 boats)

WYLIECAT 30 — No finishers. (3 boats)

EXPRESS 27 — 1) **Wile W. Coyote**, Dan Pruzan/Scott Hester; 2) **Magic Bus**, Sarah Deeds/Simon Winer; 3) **Wetsu**, Phil Krasner/Dave Rasmussen. (15 boats; all others DNF)

J/105 — 1) **Bald Eagles**, Dave & Jackie Liggett; 2) **Lightwave**, Richard Craig/Jeremy Moncada. (6 boats; all others DNF)

MELGES 24 — 1) **Go Dogs Go**, Tim Hawkins/Biff Watts. (4 boats; all others DNF)

MOORE 24 — 1) **Gruntled**, Bart Hackworth/unknown; 2) **Eclipse**, Brad Butler/Paul Faget; 3) **Brick House**, Chris Straub/John Dinwiddie; 4) **Sparrowhawk**, Tom Condy/Chris Hudnut; 5) **Sunshine**, Stan & Bert Martin; 6) **Paramour**, Rowan & Vicki Fennell; 7) **Flying Tiger**, Vaughn Seifers/Mark Rose; 8) **Una Mas**, Larry Peterson/Don Radcliffe; 9) **E-9**, Lesa Kinney/Peter Schoen. (34 boats; all others DNF)

OLSON 25 — No finishers. (4 boats)

SF 30 — No finishers. (4 boats)

SPORTBOAT — 1) **Enzo**, Hobie 33, Bill & Melinda Erkelens; 2) **Sensation**, 1D-35, Rod Hagebols/Roberto Giramonti; 3) **Sand Dollar**, Mumm 30, Erich Bauer/Charlie Hess; 4) **Always Friday**, Antrim 27, John & David Liebenberg; 5) **Summer Moon**, Synergy 1000, Paul Rosenthal/Bob Bergtholdt; 6) **Stray Cat**, Olson 30, Ken Murney/Mike Guzzardo; 7) **Max**, Antrim 27, Bryan Wade/Craig Allender. (23 boats; all others DNF)

WYLIE WABBIT — 1) **Kwazy**, Colin Moore/Kit Wiegman; 2) **Mr. McGregor**, Kim Desenberg/Aaron



Soup line — A quartet of GGYC Midwinter racers seek current relief along the Cityfront. From left, 'Dayenu', 'Oul B5', 'Absolute 02', and 'Q'.

Golden Gate YC Midwinters

After a one-hour postponement, the 68 boats that showed up for the fourth GGYC Midwinter race on Saturday, February 5, were rewarded with a gentle westerly. The race committee chose good, albeit short, courses, sending the big boats on a double sausage around Blackaller Buoy and Fort Mason. The three smaller classes did a single lap.

"There was a huge ebb, and the day was looking like a write-off at 11 a.m.," said race committee volunteer Matt Jones. "We were so lucky the wind filled in!"

The crew of *Yucca*, Hank Easom's 8-Meter, were particularly pleased with the postponement. As *Yucca* left her Sausalito slip just before 10 a.m. for the 45-minute motor to the Cityfront, Hank determined within a minute of throttling up that his boat had herring eggs on the keel — lots of them. Whipping *Yucca* back into Easom's private boatyard, the 7-man crew frantically raised the boat on the elevator and, using the power-washer and various hastily invented scraping tools, removed a thick carpet of sticky, stinky roe.

With the engine redlined, *Yucca* arrived at the starting area a few minutes late for what would have been their start. "We dodged a bullet," admitted Hank. "I had a hunch the race would be postponed, but didn't mean to cut it that thin. However, I'm sure glad we took the time to clean the bottom, as we were about a knot slow and wouldn't have beaten anyone!"

Yucca did in fact continue her winning ways in Division II, enjoying the short

beats and long waterline runs against the ebb. This was *Yucca*'s fourth bullet in a row, a stellar record matched only by Tom Condy's Hawkfarm *Eyrie* in Div. III. Both boats have mathematically won their classes now (as have the J/105 *Lulu* and the Folkboat *Polperro*), and *Yucca*, by virtue of beating a larger class, is the winner of the '04-'05 Seaweed Soup Bowl (best overall performance). This is Easom's fourth Soup win, an unprecedented accomplishment.

The other three classes will be decided at the March 5 finale. *Zephyra* is poised to win Division I, but *Sand Dollar* and *Chance* are waiting in the wings if Robert Youngjohn's DK-46 stumbles. The other two classes, the Catalina 34s and Knarrrs, are still up for grabs.

DIV. I (< 70) — 1) **Zephyra**, DK-46, Robert Youngjohns/Jeff Thorpe; 2) **Chance**, J/120, Barry Lewis; 3) **Astra**, Farr 40, Mary Coleman; 4) **Sand Dollar**, Mumm 30, Erich Bauer; 5) **Kokopelli II**, SC 52 turbo, Lani Spund; 6) **Sensation**, 1D-35, Mario Yovkov; 7) **Grace Dances**, J/120, Dick Swanson; 8) **Q**, Schumacher 40, Glenn Isaacson; 9) **Outrageous**, Olson 40, Linkmyer/Brown; 10) **Oui B5**, J/120, John Sylvia. (19 boats)

DIV. II (70-141) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Harp**, Catalina 38, Mike Mannix; 3) **Faster Horses**, J/100, Doug Holm; 4) **Uno**, WylieCat 30, Steve Wanner; 5) **Bessie Jay**, Express 27, Brad Whitaker; 6) **Razzberries**, Olson 34, Bruce Nesbit. (14 boats)

J/105 — 1) **Lulu**, Don Wieneke; 2) **Wonder**, Kennelly/Dines; 3) **Alchemy**, Walter Sanford. (8 boats)



ASHLEY ERKELENS

Melinda and Bill Erkelens solved the riddle of this year's light-air Fiasco with their hopped-up Hobie 33 'Enzo'. Next up, the Cabo Race.

Sturm. (7 boats; all others DNF)

OVERALL — 1) **Enzo**; 2) **Sensation**; 3) **Sand Dollar**; 4) **Go Dogs Go**; 5) **Gruntled**; 6) **Always Friday**; 7) **Kwazy**; 8) **Eclipse**; 9) **Summer Moon**; 10) **Wile E. Coyote**. (238 boats)

Full results — www.sfbaysss.org



LATITUDE/ROB

and a dozen others.

In addition to the new course record, *Titan* also was first in the four-boat IRC class, easily topping *Donnybrook* by over 11 hours. Ken Read and company, sailing Makoto Uematsu's hugely successful Farr TP-52 *Esmeralda* for the last time (it was turned over to its new owner, John Coumantaros, afterward), topped the TP-52 one design class, beating runner-up *Sjambok* by half an hour. *Ptarmigan*, Larry Dickie's relatively new N/M 52, took PHRF-A, while the smallest boat in the fleet, Stuart Hebb's Aerodyne 38 *Thin Ice*, took PHRF-B. *Thin Ice*, with Olympic gold medalist Kevin Burnham among the otherwise amateur crew, was also the overall winner.

The only West Coast boat in the exhilarating race, Roger Sturgeon's R/P TP-52 *Rosebud*, ended up third in class and sixth overall. The 'Bud crew consisted of their usual suspects: Sturgeon, Jack Halterman, Kevin Miller, Brent Ruhne, Malcolm Park, Matt Smith, Keats Keeley, Jeff Brock, Jono Swain, Paul 'Not That One' Allen, Juggy Clougher, and navigator Adrienne Cahalan. "It was a great race," reported Ruhne. "Lots of surfing in 25 knots of breeze, and no parking lots."

The Pineapple Cup is jointly hosted by

Ken Read, who's got to be the early front-runner in the '05 Rolex sweepstakes, was aboard *Carrera* for that record, jumping onto *Esmo* a few days later to win the big boat class at KWRW.

IRC — 1) *Titan*, R/P 52, Tom Hill, NYYC; 2) *Donnybrook*, Custom Lee 73, James Muldoon, STC; 3) *Goombay Smash*, Swan 45, William Douglas, NYCC. . . DNF) *Serengeti*, Tripp 60, Chad Weiss, Sea CYC. (4 boats)

TP-52 — 1) *Esmeralda*, Farr, Makoto Uematsu/Ken Read; 2) *Sjambok*, Farr, Michael Brennan/Chris Larson/Gary Weisman, STC; 3) *Rosebud*, R/P, Roger Sturgeon, LYC; 4) *Trader*, Donovan, Fred Detwiler, STC/LYC; 5) *Lightwave*, Davidson, David Ford, NYYC. (5 boats)

PHRF-A — 1) *Ptarmigan*, N/M 52, Larry Dickie, STC; 2) *Denali*, N/M 68, William McKinley, Bayview YC; 3) *Equation*, Andrews 68+, Bill Alcott, Bayview YC. (3 boats)

PHRF-B — 1) *Thin Ice*, Aerodyne 38, Stuart Hebb, CRYC; 2) *Renegade*, SC 52, Tom Slade, EFYC; 3) *Genesis*, Next 57, Russ Steiner, CRYC/GSC; 4) *Velox*, J/125, Steve Mills, US Sailing. (4 boats)

OVERALL (scored under PHRF) — 1) *Thin Ice*; 2) *Esmeralda*; 3) *Sjambok*; 4) *Ptarmigan*; 5) *Denali*. (16 boats)

Full results — www.montegobayrace.com

Rolex Miami OCR

The new Olympic quadrennium kicked off on January 24-28 at the Rolex Miami Olympic Classes Regatta (OCR), with over 320 sailors from 26 countries competing in nine Olympic and two Paralympic

DIV. III (> 141) — 1) *Eyrie*, Hawkfarm, Tom Condy; 2) *Youngster*, IOD, Ron Young; 3) *Xarifa*, IOD, Paul Manning; 4) *White Cap*, IOD, Henry Hernandez. (9 boats)

CATALINA 34 — 1) *Mottley*, Chris Owen; 2) *Casino*, Bill Eddy; 3) *Quemada*, David Sanner. (8 boats)

KNARR — 1) *#130*, Grant Settlemier. (2 boats)

FOLKBOAT — 1) *Polperro*, Peter Jeal; 2) *Freja*, Ed Welch; 3) *Nordic Star*, Richard Kjeldson. (8 boats)

Full results — www.ggyc.org

Pineapple Cup Record Shattered

Optimal conditions for the 27th biennial Pineapple Cup — an 810-mile scenic sprint from Fort Lauderdale, through the Bahamas, to Montego Bay, Jamaica — allowed 9 boats in the 16-boat fleet to absolutely pummel the course record. *Titan 12*, Tom Hill's Puerto Rico-based R/P 75, was first to Mo Bay after a quick 2-day, 10-hour, 24-minute trip. That knocked almost 13 hours off the previous record, set by *Zephyrus V* in 2003. Also breaking the record were all five TP-52s, the Andrews 68 *Equation*, the N/M 68 *Denali*, and the Lee 73 *Donnybrook*.

The small, but high octane, fleet left Fort Lauderdale on Friday, February 4, at 2:05 p.m. in a 15-18-knot northwesterly. Chutes and blast reachers were the wardrobe from the beginning, and the fleet reached and then ran down the rhumbline from the beginning. *Titan*, averaging 13.9 knots, crossed the finish line at 12:29 a.m. on Monday morning. Hill's 'titanic' professional crew included tactician Peter Isler, navigator Tom Davis, Mike Toppa, Jim Allsop, Matt Reynolds, Artie Means,



LATITUDE ARCHIVES

Big red sled — Tom Hill's R/P 75 'Titan XII', seen above in the BVI last spring, obliterated the two-year-old Mo' Bay Race record.

the Storm Trysail Club, Lauderdale YC, and the Montego Bay YC. Another STC/LYC race record was smashed three weeks before the Mo Bay Race, when the R/P 81 *Carrera* did the 160-mile Ft. Lauderdale-Key West Race in 10 hours, 24 minutes.

classes. Wind conditions ranged from moderate to heavy on the first and last days of the five-day regatta, to light and shift for the three days in between.

This was the 16th running of the Miami OCR, an ISAF Grade 1 ranking event that serves as a qualifier for the U.S. Sailing Team (it's the only qualifier for the men and women 470, 49er, Tornado and Yn-

THE RACING

gling classes). Reflecting the new 2008 Olympic menu, the Laser Radial replaced the Europe at the Miami OCR, resulting in a healthy 24-boat turnout. Paige Railey, the 17-year-old rising star from Clearwater, FL, won the class on the last day, establishing herself as a top Olympic contender.

Brad Funk (Belleair Bluffs, FL) started his Olympic Laser campaign off with a bang, winning the biggest class (46 boats) by a point over San Diego's Andrew Campbell. Funk, who finished third at the U.S. Olympic Trials last year, was also awarded the Golden Torch Award for the best performance by a U.S. sailor. "I was able to get a nice lead in the light breeze (earlier in the week) and hold it," said Funk. "I'm feeling I was prepared for the event. I kept my head out of the boat and was told I sailed pretty smart."

Versatile Capitola sailor Morgan Larson hopped back into the 49er class in a big way, drafting Olympian Pete Spaulding (Miami) as crew and punishing the 17-boat class with a fine 1,1,1,3,1,2,2,(4),2,3 record. Though the duo made it look easy, Morgan claimed, "I haven't been in these boats for a long time, so our strategy was to keep it simple and sail our own races."

Among other notable performances, 2004 Olympic silver medalists John Lovell and Charlie Ogletree crushed the Tornado fleet, to no one's real surprise. Andy Horton (Newport, RI), one of Ed Baird's world match racing championship crew, teamed up with Brad Nichol (Hanover, NH) to top the always-tough Star fleet, which

PHOTOS COURTESY ROLEX MIAMI OCR



He's baaack! — Morgan Larson and new crew Pete Spaulding dominated the 49er class at the Rolex Miami Olympic Classes Regatta.

Deborah Capozzi and Carrie Howe. Among Barkow's victims was former world match racing champion Liz Baylis, who finished sixth in her Yngling debut, sailing with Nancy Haberland and Katie Pettibone.

FINN — 1) Christopher Cook, CAN, 23 points; 2) Kevin Hall, Bowie, MD, 33; 3) Edward Wright, GER, 56. (26 boats)

470 MEN — 1) Sven & Kalle Coster, NED, 21 points; 2) Mike Anderson-Mitterling/David Hughes, San Diego, 32; 3) Stuart McNay/Graham Biehl, Chestnut Hill, MA, 61. (11 boats)

470 WOMEN — 1) Amanda Clark/Sarah Mergenthaler, Shelter Island, NY, 28 points; 2) Erin Maxwell/Alice Manard, Stamford, CT, 63; 3) Henriette Koch/Lene Sommer DEN, 71. (9 boats)

49er — 1) Morgan Larson/Pete Spaulding, Capitola, 16 points; 2) Rodion Luka/George Loenchuk, UKR, 19; 3) Dalton Bergan/Zack Maxam, Seattle, 22. (17 boats)

LASER — 1) Brad Funk, Belleair Bluffs, FL, 20 points; 2) Andrew Campbell, San Diego, 21; 3) John Pearce, Ithaca, NY, 46. (46 boats)

LASER RADIAL — 1) Paige Railey, Clearwater, 18 points; 2) Anna Tunnicliffe, Norfolk, VA, 20; 3) Lenka Smidova, CZE, 21. (24 boats)

STAR — 1) Andy Horton/Brad Nichol, Newport, RI, 47 points; 2) Freddy Loof/Anders Ekstrom, SWE, 54; 3) Vince Brun/Douglas Brophy, San Diego, 61. (40 boats)

TORNADO — 1) John Lovell/Charlie Ogletree,

New Orleans, 5 points; 2) Roland Gabler/Gunnar Strukmann, GER, 11; 3) Oskar Johansson/Kevin Stittle, CAN, 17. (11 boats)

YNGLING — 1) Sally Barkow/Deborah Capozzi/Carrie Howe, Nashotah, WI, 22 points; 2) Felicity Clark/Kari Mackay/Joanne Abbott, CAN, 30; 3) Carol Cronin/Kate Fears/Jamie Haines, Jamestown, RI, 31. (8 boats)

2.4 METRE — 1) Stellan Berlin, SWE, 22 points; 2) Marko Dahlberg, FIN, 38; 3) Nick Scandone, Fountain Valley, CA, 48. (18 boats)

SONAR — 1) John Robertson/Hannah Stodel/Steve Thomas, GER, 14 points; 2) Ken Kelly/Robert Jones/Andre Belcourt, CAN, 25; 3) David Schroeder/Keith Burhans/Bradley Johnson, Miami, 32.

Full results — www.ussailing.org

Box Scores

We're sick and tired of sailing in and writing about light air, rainy midwinter races — bring on the summer sailing season! We're fairly sure everyone is equally tired of reading about these races, too, so we've lumped most of the last month's results into *Box Scores*. Forgive us if we've offended anyone.

SOUTH BAY YRA #4 (SeqYC: Feb. 5)

DIV. A (< 151) — 1) **Pizote**, Santana 30/30, Matt & Jennifer Neumann; 2) **Spirit**, Hunter Legend 37, Wayne Weathers. (5 boats)

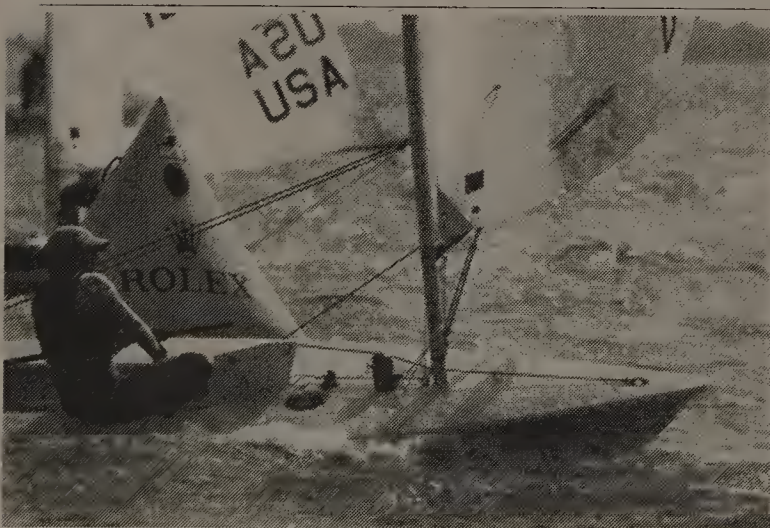
DIV. B (> 150) — 1) **Ala Ka Zam**, Olson 25, Ralph Kirberg. (3 boats)

DIV. C (non-spinaker) — 1) **Chablis IV**, Cal 25, Dave & Kay Few; 2) **Far Better Thing**, Ericson 30+, Charles McArthur; 3) **Natabbie**, Santana 22, Eric Monjoin; 4) **Smokn J**, J/29, Stan Phillips. (11 boats)

Full results — <http://home.attbi.com/~sbyra>

PERRY CUP FINAL RESULTS (MPYC):

1) Doug Baird/Jim Taylor, 16 points; 2) Pax Davis/Dave Morris & Aaron Lee, 24; 3) Hal & Anne McCormack, 58; 4) Jim & Jack Barton, 59; 5) My-



Remember the name — Paige Railey, a 17-year-old former U.S. Youth Champ from Clearwater, won the Laser Radial class at the Miami OCR.

included Burlingame's Peter Vessella in 12th place. Sally Barkow (Nashotah, WI), the 2004 women's world match racing champ, took the Yngling class with crew

Newport-Cabo 2005 Entries*

Vessel	Type	Skipper	Yacht Club
E.T.	Antrim 27	J. Antrim & T. English	Richmond
Enzo	Hobie 33	Bill Erkelens	Richmond
Peregrine	Hobie 33	Simon Garland	San Diego
Tabasco	1D-35	John Wylie	San Diego
tangled.web	1D-35	Neil Senturia	San Diego
Black Knight	Farr 39	Phil Friedman	Del Rey
Obsession	Cal 39	Les George	Oceanside
Mad Dog	Schock 40	Ed Feo	ABYC/LBYC
Star Chaser	Nordic 40	Bill Craig	Balboa
Shenanigans	J/120	Tim Hogan	Newport Harbor
Super Gnat	Beneteau 40.7	Cliff Thompson	San Diego
Reinrag2	J/125	Tom Garnier	Los Angeles
Kahoots	Andrews 43	B. Williamson & K. Deaver	BYC/LAYC
Patriot	J/44	Paul Stemier	Newport Harbor
Heartbeat	Carroll Marine 45	Charles Brewer	Newport Harbor
Locomotion	Andrews 45	McLean & Lincoln	ABYC/SSC
Pendragon II	Davidson 45	David Gray	Bahia Corinthian
Stark Raving Mad	J/145	Jim Madden	Newport Harbor
Who's Yo Daddy	N/M 45	David Fell	SLBYC
Ruahatu	Farr 47	Ricardo Brockmann	Acapulco
So Far	Swan 48	Larry Hillman	Northshore
Blue Blazes	R/P 50	Dennis Pennell	San Diego
Checkmate	Peterson 50	John Garrison	Newport Harbor
Falcon	Tripp 50	Ernie Pennell	San Diego
Morpheus	Schumacher 50	Jim Gregory	Richmond
Rocket	SC 50	Carl & Kary Fuller	Newport Harbor
Adrenalin	Lee 51	M. Munson & D. Clark	Newport Harbor
Flash	And. TP-52	Mark Jones	No Yacht Club
Gypsy	Columbia 52	Stephen Washburn	Alamitos Bay
Pendragon 4	Davidson 52	John MacLaurin	California
Between the Sheets	Jeanneau 52.2	Ross Pearlman	Del Rey
Bolt	N/M 55	Craig Reynolds	Balboa
Blue	J/160	Ken Sears	Cortez Racing Assn.
Tuesday's Child	Bergstrom 60	Fred Hammett	San Diego
Medicine Man	Andrews 61	Bob Lane	Long Beach
Shanakee II	Ad. Marine 62	Jim Warmington	Newport Harbor
America's Challenge	Andrews 67	Neil Barth	Newport Harbor
Alchemy	Andrews 68	Robert Krause	Dana Point
Vicki	Andrews 68	Al & Vicki Schultz	Newport Harbor
Merlin	Lee 68	Patricia Steele	Transpacific
Odessey	N/M 68	Cecil Rossi	Newport Harbor
Windquest	R/P 68	D. & D. Devos	Macatawa
Magnitude 80	Andrews 80	Doug Baker	Long Beach
Sorcery	Mull 80	Jake Wood	California
Peligroso	DenCho 70	M. Campbell/D. Williams	St. Francis
Mongoose	SC 70	Dennis Conner	San Diego
Prince	SC 70	Doug Ayres	Newport Harbor
Atalanta	Tripp 74	Richard Hedreen	Corinthian (Seattle)
Scout Spirit	R/P 78	Newport Sea Base Racing	Newport Sea Base
Pyewacket	R/P 86	Roy Disney	Los Angeles
Genuine Risk	DuBois 90	Randall Pittman	San Diego

(as of February 16, 2005)

ron Erickson/Jim Lindsey, 62; 6) Dave West/Chris Kreuger, 73. (13 Mercuries; 15 races; 3 throwouts; www.merc583.addr.com/sail)

SAUSALITO YC MIDS (Feb. 6):

J/105 — 1) Lulu, Don Wieneke; 2) Brick House, Kristen Lane; 3) Jose Cuervo, Sam Hock. (8 boats; 2 DNF)

DIV. A (< 149) — 1) Carlene, WylieCat 30, Fred Soltero; 2) Absolute 02, Sydney 38, Keith MacBeth; 3) Gammon, Tartan Ten, Jeff Hutter. (8 boats; 5 DNF)

DIV. B (> 149) — No finishers. (8 boats)

DIV. C (non-spin < 175) — 1) Q, Schumacher 40, Glenn Isaacson. (8 boats; 7 DNF)

DIV. D (non-spin > 175) — No finishers. (6 boats)

SANTANA 22 — No finishers. (4 boats)

Full results — www.syconline.org

RYC SMALL BOAT MIDWINTERS (cumulative after 3 of 4 regattas):

EL TORO — 1) Gordie Nash, 61 points; 2) Fred Paxton, 70; 3) David Liebenberg, 77; 4) Chris Straub, 90; 5) John Liebenberg, 108; 6) Dave Vickland, 119; 7) Skip Shapiro 152; 8) Buzz Blackett, 168; 9) John Pacholski, 195; 10) Vickie Gilmour, 196. (38 boats)

OPTI — 1) James Moody, 33 points; 2) Finn-Erick Nilsen, 43; 3) Lauren Cefali, 81; 4) Alex Nilsen, 83; 5) Domenic Bove, 83. (15 boats)

BYTE — 1) Christina Nagatani, 43 points; 2) Trish Moratorio, 52; 3) Gail Yando, 55; 4) Karin Knowles, 58. (11 boats)

WYLIE WABBIT — 1) Bill & Melinda Erkelens, 19 points; 2) Erik Menzel/Attila Plasa/Alysen, 24; 3) Kim Desenberg/Fred Hoffman, 34. (9 boats)

INTERNATIONAL 14 — 1) Kirk Twardowski/Jim Margeson, 13 points; 2) Bradley van Vechten/Walter Heym, 23; 3) Kurt Lahr/Chris Ganne, 26. (7 boats)

505 — 1) Mark Dowdy/Jason Bright, 10 points. (3 boats)

29er — 1) Johnny Heineken/Matt Noble, 18 points; 2) Jen Morgan/Pat Whifmarsh, 23; 3) Michelle Fraer/Richard Carter, 28; 4) Kafan Flick/Scott Kozinchik, 28. (10 boats)

SNIPER — 1) Doug Cefali/Liz Anathan, 21 points; 2) Vince Casalaina/Sherry Eldridge, 22; 3) Paky Davis/Julie & Kelly Davis, 36. (9 boats)

CFJ — 1) Jim Parker, 5 points; 2) Chris Gregpry/Tom Humphrey, 10. (4 boats)

CORONADO 15 — 1) Alex Fishman/Steve Fishman, 20 points; 2) Kevin Wasbauer/Claire Fishman, 30; 3) Tom White/Trent Watkins, 34. (9 boats)

LIDO 14 — 1) Jim Mackey, 4 points; 2) Chuck St. Denis, 10. (4 boats)

LASER — 1) Roger Herbst, 29 points; 2) Walt Spevak, 30; 3) David Lapier, 33; 4) Tim Russell, 47; 5) Ben Shapiro, 55; 6) Don Hill, 70; 7) Alex Bestoso, 73; 8) Ron Witzel, 90; 9) Tom Burden, 91; 10) Tim

Armstrong, 91. (30 boats)

OPEN (middle course) — 1) Steve Lowry, Day Sailer, 23 points; 2) Mark Dawson, Banshee, 26; 3) Roy Jordan, Sunfish, 34; 4) Bob Cronin, Sunfish, 38; 5) David Rasmussen, 420, 40. (13 boats)

OPEN (Southampton) — 1) Kristopher Vogel-song, Thistle, 3 points; 2) Anders Petersson, Int. Canoe, 10; 3) Mark Briner, Johnson 18, 13; 4) Eric Stoelting, Thistle, 13. (10 boats)

MULTIHULL — 1) Marc Lewis, Hobie Tiger, 13 points; 2) Carl Engelennger, Hobie Tiger, 13; 3) Bill Erkelens, Sr., Tornado, 13. (9 boats)

Full results — www.richmondyc.org

SOUTH BEACH YC MIDWINTERS (Feb. 12):

BIG SPINNAKER (< 150) — 1) Spirit of Elvis, Santana 35, Gregg Solar; 2) Jazzy, 1D-35, Bob Turnbull; 3) Sweet Sensation, 1D-35, GPSA. (7 boats; 6.7 miles)

LITTLE SPINNAKER (> 149) — 1) Goose, Catalina 30, Mike Kastrop; 2) Missy B, Catalina 30, Russell Calvery. (5 boats; 5 miles)

NON-SPINNAKER — 1) Fancy, Ericson 33, Chips Conlon; 2) Dancing Bear, Catalina 30, Ray Hall; 3) Josie, Dehler 39, Don Sellers. (7 boats; 2.6 miles)

Full results — www.southbeachyc.org

ALAMEDA YC MIDS (Feb. 13):

DIV. A (0-138) — 1) True Grlts, Express 27, Jay Montgomery; 2) Ras-cal, Wilderness 30, Rui Luis; 3) Wile Coyote, Express 27, Dan Pruzan. (10 boats)

DIV. B (Columbia 5.5) — 1) Drummer, Sadeg/Love; 2) Bandit, Chris Shepherd. (6 boats)

DIV. C (139-189) — 1) Double Agent, Merit 25, Robin Ollivier; 2) Cassiopeia, Islander 36, Kit Wiegman. (5 boats)

DIV. D (> 190) — 1) Pip Squeak, Santana 20, Aaron Lee. (3 boats)

DIV. E (non-spinny) — 1) Dancing Girl, Catalina 30, Ron Mero; 2) Flyer, Peterson 33, John Diegoli. (9 boats)

ROBINSON MEMORIAL MIDWINTERS (LMSC; Feb. 12):

EL TORO — 1) Fred Paxton; 2) Dave Vickland. (4 boats)

SUNFISH — 1) George Wilson; 2) Roy Jordan. (4 boats)

LIDO 14 — 1) Jim Mackey. (3 boats)

HOLDER 12 — 1) Del Locke. (2 boats)

OYSTER SHELL REGATTA (aka, NOR-CAL #5; OPYC, 2/5):

1) Marin Catholic 3 (Myles Gutenkunst/Danny Cayard), 29 points; 2) Redwood 3 (Taylor Chittick/Meg Runyon), 35; 3) Carlmont 2 (Dan Ryan/Matt Tan), 55; 4) Branson 1 (Jeff Sloan/Jeff Kern), 59; 5) Marin Catholic 4 (Sean Kelly/Kristen Rittenhouse), 65; 6) Newark (Jack Porter/Giselle Moya), 84; 7) Branson 2 (Will Richards/Charlotte Henrikson), 93; 8) San Mateo 1 (Brian Malouf/Nina

Veggi), 117; 9) Waldorf 1 (Mike Kuschner/Jessica Bachydt), 117; 10) Carlmont 1 (Ashly Simpson/Matt Werner), 151. (52 boats; www.pcisa.org)

SANTA CRUZ YC MIDWINTERS (Feb. 19):

Canceled due to lousy weather.

JACK FROST SERIES (EYC; Feb. 19; 2 races):

EXPRESS 27 — 1) Attitude Adjustment, Soren & Liga Hoy/Jeff Thorpe, 2 points; 2) Magic Bus, Paul Deeds, 5; 3) (tie) New Wave, Buzz Blackett, and Baffett, Tom Baffico, 8; 5) Dianne, Steve Katzman, 10. (12 boats)

PHRFA — 1) Summer Moon, Synergy 100, Tony Pohl/Mike Devries, 2 points; 2) Magic, Tripp 40, John Rizzi, 4. (5 boats)

PHRFB — 1) (tie) Eclipse, Hawkfarm, Fred Hoffman, and Encore, Wylie Gemini Twin, Andy Hall, 3

THE RACING

points; 3) (tie) **Chesapeake**, Merit 25, Jim Fair, and **Wings**, Mike Jackson, 7. (10 boats)

ANTRIM 27 — 1) (tie) **Always Friday**, John Liebenberg, and **Max**, Bryan Wade, 3. (2 boats)

MELGES 24 — 1) **Smokin'**, Kevin Clark, 3 points. (1 boat)

Full results — www.encinal.org

OYC SUNDAY BRUNCH SERIES (final):

DIV. A (< 152) — 1) **Spitfire**, Moore 24, Brant Adornato, 2 points; 2) **Logical Switch**, Express 37, Fred Joyce, 4. (4 boats)

COLUMBIA 5.5 — 1) **Bandit**, Chris Shepherd, 4 points; 2) **Seabiscuit**, Steve Hutchison, 6; 3) **Alert**, Richard Humphery, 7. (5 boats)

DIV. B (152-191) — 1) **Double Agent**, Merit 25, Robin Ollivier, 3 points; 2) **Morning Dew**, Kiwi 29, Vince Boley, 4. (4 boats)

FAT 30s — 1) **Joanna**, Irwin 30, Martin Jemo, 3 points; 2) **Nice Turn**, Cal 2-29, Richard Johnson, 5. (4 boats)

NON-SPINNAKER — 1) **My Tahoe Too**, Capri 25, Stephen Douglass, 2 points; 2) **Diana**, Islander 36, Steve Zevanove, 4; 3) **Espresso**, Hobie 33, Ken & Liz Williams, 9; 4) **Green Onions**, Alerion Express 28, John Tuma, 10. (11 boats)

PHRF C (> 191) — 1) **Pip Squeak**, Santana 20, Aaron Lee, 3 points; 2) **A Tuna Matata**, Santana 22, Bill King, 4. (4 boats)

MULTIHULL — 1) **Three Sigma**, F/27, Chris Harvey, 4 points; 2) **Raptor**, F-27, Todd Olsen, 5. (3 boats)



JEFF KELLY

Gigantic dinghy brawl — NorCal #5, a high school regatta hosted by Oyster Point YC, departed from the normal format, combining A and B divisions into one massive 52-boat start. Each school had to bring twice as many boats, but each sailor was able to sail all day. See 'Box Scores'.

(5 races; 1 throwout; www.oaklandyachtclub.com)

COLLEGIATE RANKINGS (as of Feb. 17):

COED — 1) Brown; 2) **USC**; 3) Yale; 4) Harvard; 5) Hobart/Wm. Smith; 6) **Hawaii**; 7) Dartmouth; 8) Boston College; 9) **UC Irvine**; 10) **Stanford**; 11) Georgetown; 12) St. Mary's; 13) Tufts; 14) South Florida; 15) MIT; 16) Roger Williams; 17) Texas A&M; 18) Kings Point; 19) Navy; 20) Old Dominion.

WOMEN — 1) Charleston; 2) Yale; 3) Brown; 4)

Boston College; 5) Harvard; 6) **Stanford**; 7) Georgetown; 8) Dartmouth; 9) St. Mary's; 10) Navy; 11) Old Dominion; 12) Eckerd; 13) **Hawaii**; 14) Tufts; 15) South Florida.

STAR WORLDS (Buenos Aires, ARG; Feb. 8-20):

1) Xavier Rohart/Pascal Rambeau, FRA, 10 points; 2) Torben Grael/Marcelo Ferreira, BRA, 15; 3) Iain Percy/Steve Mitchell, GBR, 19; 4) Freddy Loof/Anders Ekstrom, SWE, 22; 5) Philippe Presti/Jean-Phillippe Sailou, FRA, 27; 6) Robert Scheidt/Bruno

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Prada, BRA, 31; 7) Roy Heiner/Alex Breuseker, POR, 34; 8) Mark Reynolds/Phil Trinter, USA, 42; 10) Iain Murray/Andrew Palfrey, AUS, 45; 11) George Szabo/Brian Fatih, USA, 50. (52 boats; 6 races; 1 throwout; www.starworld2005.com)

Race Notes

No turning back: At least 15 boats were scheduled to get measured for IRC (**International Rules Class**) on the weekend of February 26-27, presumably in plenty of time to get a rating for the new rule's 'club level' debut at the Big Daddy Regatta on March 12-13. The pioneering boats included *Twilight Zone* (Merit 25), *Moonshine* (DP 26), *Sand Dollar* (Mumm 30), *Faster Horses* (J/100), *Razzberries* (Olson 34), *Knots 2* (J/109), two Beneteau 36.7s (*Mistral* and *Serendipity II*), *Double Trouble* (Sydney 38), *X-Dream* (X-119), *Tupelo Honey* (Elan 40), *Outrageous* (Olson 40), *Q* (Schumacher 40), *Astra* (Farr 40), and *Yucca* (8-Meter). A second measurement weekend will be held on March 5-6 and, as of this writing, slots are still available. Email irc_norcal@hotmail.com for details.

COURTESY BCF



Winton winner — SFYC junior sailor Myles Gutenkunst just received a \$1,000 stipend to further his budding sailing career.

Sale boats of the month: CYC member and multiple Olson 25 class champion Charlie Brochard just upgraded to an Olson 34, which will also be called **Baleineau**. . . New boat partners Dale Williams (*Wasabi*) and Mike Campbell (*Victoria*) are taking delivery of **Peligroso** ("dangerous" in Spanish), a new Tim

Kernan-designed, Dennis Choate-built 70-footer in early March. The blue boat, which Williams describes as "somewhere between an updated SC 70 and a big TP-52," is scheduled to debut in the Cabo Race. Check the new machine out at www.waterplane.com. . . Dennis Conner is the new owner of the SC 70 **Mongoose**. . . Prominent Honolulu yachtsman Gib Black has bought **Chasch Mer**, SC 50 hull #1, and is currently upgrading it at KKMI. Black will sail the boat home to Hawaii in the upcoming TransPac.

Kid kudos: The Belvedere Cove Foundation recently awarded the Winton Award, and the \$1,000 cash stipend that goes with it, to 17-year-old dinghy sailor **Myles Gutenkunst**, a Mill Valley resident and junior at Marin Catholic HS. The annual award recognizes an outstanding young sailor from San Francisco YC, and Myles was selected based on his 420 and 29er exploits in Europe last summer, as well as his ongoing local success with the Marin Catholic HS sailing team and more. **Katie Clausen**, a member of RYC and StFYC, was the recipient of the Scott Harris Perpetual Memorial Award (\$500).

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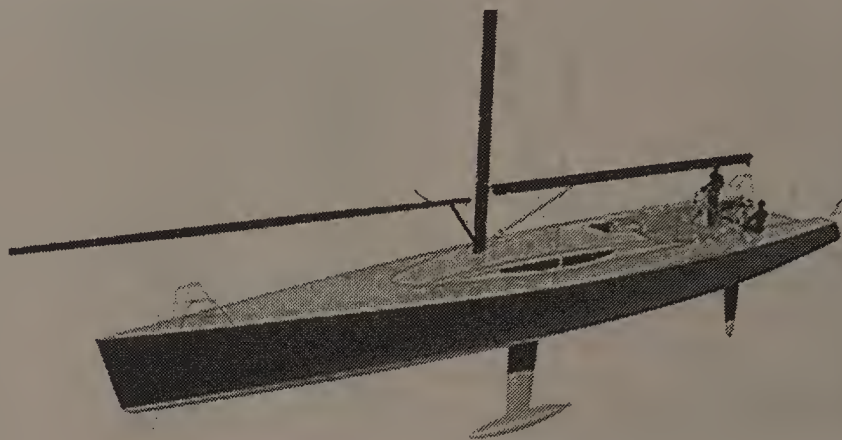
For Information visit: www.richmondyc.org

Or call (510) 237 - 2821

THE RACING SHEET

This Bay Area-wide award goes to a young adult sailor, age 18-24, who has exhibited outstanding sailing skills and good sportsmanship. Clausen, who's currently working at an architecture firm in Southern California, is a 2004 graduate of USC, where she was a two-time All-American crew, among other honors.

Back to the Farm: After surviving four and half years as the race coordinator at StFYC, **Anika Leerssen**, a 2000 Stanford grad and 1996 singlehanded female U.S. Youth Champ, has been lured away to become the Development Associate for the Stanford University Department of Athletics. We'll miss Anika's smiling face and cool competence in the StFYC race office, but wish her all the best in her new role. "It was a great experience, all positive," said Leerssen, who is now looking forward to campaigning her Laser Radial on weekends, starting with the StFYC Spring Dinghy Regatta on March 12-13. Amy Leenhouts, who sailed collegiately at the University of Michigan, is Anika's replacement.



Dangerous-looking boat — 'Peligroso', a new DenCho 70 for Mike Campbell and Dale Williams, should be splashed any day now.

100th birthday bash: The **43rd TransPac**, the "Centennial Celebration," is up to 55 entries already, and hopes are high that this year's fleet will break the all-time record of 80 boats in 1979. So far, seven boats are from the Bay Area: *Azure* (Cal 40, Rod Pimental), *Barking Spider* (Mac 65, David Kory), *California Girl* (Cal 40, Don & Betty Lessley), *Dasher*

(SC 50, Roger Groh), *Illusion* (Cal 40, Sally Lindsay), *Sensation* (1D-35, Gary Fanger), and *Shaman* (Cal 40, Steve Waterloo). The list currently includes 10 Cal 40s, and more are expected. "This is the most entries we've ever had with four months still to go," said TPYC official **Bill Lee**. "We expect a bunch more before March 11, when the earlybird discount ends." To learn more about the TransPac, which will start on July 11, 15 and 17, see www.transpacificyc.org.

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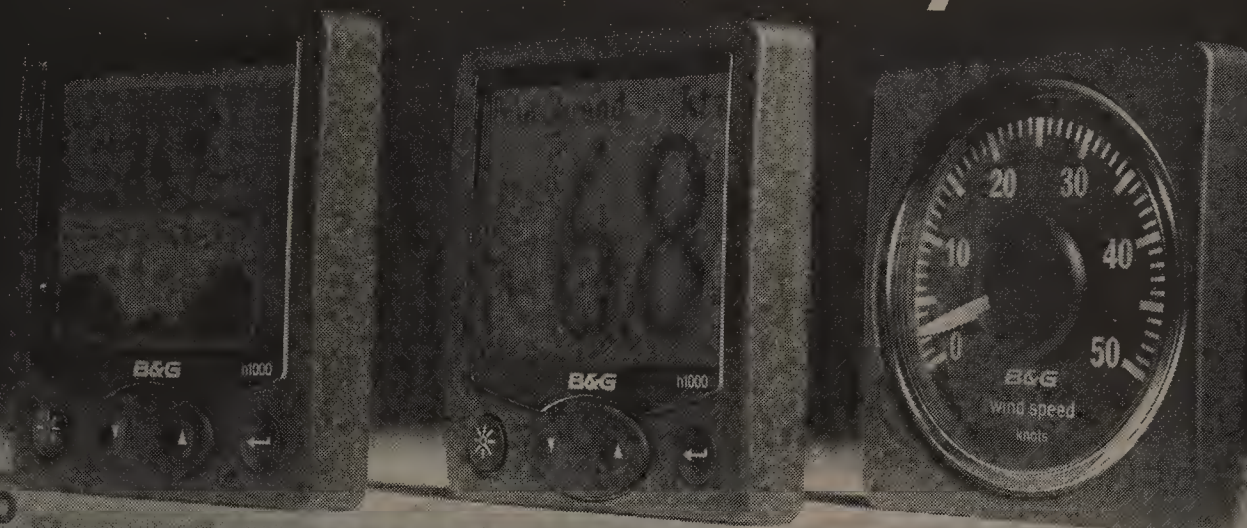
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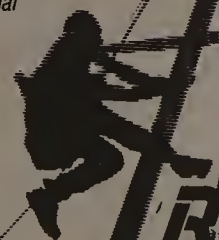
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WORLD OF

With reports this month on the **Subtleties of Captaining Bareboat Charters**, a variety of useful tips on **Chartering in the Historic Waters of Greece** from one who's just spent a month there and **Miscellaneous Charter Notes**.

"You Can Call Me Captain" — Tips on Skippering Success

There's no denying it, the title 'captain' has a certain cachet that's very appealing to many boaters. In fact, some would-be captains are so anxious to wear that moniker that they kid themselves into thinking they deserve it, despite lacking essential skills. In the Navy, of course, you have to *earn* your stripes. But in the realm of recreational boating all you have to do is buy or rent a boat and — *voilà!* — you are officially a captain.

The downside of this heady phenomenon, as it relates to chartering, is that it tends to breed overconfidence — and unwarranted overconfidence sometimes leads to trouble. With that in mind, we'll offer some useful tips on chartering bareboats in these pages, gleaned from many successful trips — and a few blunders of our own. If you're up to the challenge, skippering your own boat can be both rewarding and loads of fun. But before you lock in a booking, consider the following food for thought.

You Da Man (or Woman) — First the good news: If you agree to take on the role of captain for a group of friends or family members, to our way of thinking, you get the last word on everything from itinerary planning to sail trim. While this may sound a bit undemocratic, it's only

During a recent Caribbean charter Doctor Kent (left), a bona fide Coast Guard-licensed captain, mentored Trevor so he could skipper his own boat on the next trip.

fair, since you — as the captain of record — will bear responsibility for the boat and its gear. (And, most likely the damage deposit will be on *your* credit card.) If things go well, as they usually do, you'll be walking a little taller afterwards, wearing an unseen badge of respect from your mates. Unfortunately, the reverse is also true. Hopefully, the following advice will help you avoid pitfalls.

Choosing an Appropriate Boat — Even before you pick your crew, you'll need to think about what type and size of boat to book. Will it be a cat or a multihull? Should you stick with a boat length that you're thoroughly comfortable with, or go big? Many would-be charterers are tempted to book a boat that's a step up from whatever they normally sail. And more often than not charter firms will be fine with that, as long as the difference isn't too extreme. If you're totally comfortable sailing a 35-footer at home, there's no reason you couldn't step up to, say, a 42-footer without a problem. But if you've spent your entire sailing career lake sailing a Cal 20, you'd be ill advised to bluff your way onto a 50-footer.

We suspect that many charterers fudge a bit on their sailing resumes in order to qualify for a boat that's well beyond their experience. Undoubtedly many get away with it without incident. But be warned that if your fudging is extreme, you'll run the risk of having an angst-ridden vacation. Just about the time you finish patting yourself on the back for being such an exemplary bullshit-ter, you may face the realization that you are way beyond your depth, so to speak. If, by your inabilities, you fail to gain the confidence of your crew, you'll run the risk of everyone on board being nervous and perhaps even

on the verge of panicking — and that's no way to achieve a thoroughly relaxing vacation.

We think the better approach is to be completely honest. Resist the temptation to embellish your résumé, and simply tell the charter firm that you honestly feel you have the skills and experience to handle a bigger boat. Most companies will respect your candid attitude and will give you the benefit of the doubt. Worst case, you might be requested to have a paid skipper on board for a day or two until both you and he/she feel that you're up to the task. Remember also, that when you get to your charter venue, the folks who do check-outs every day of the week will probably be able to recognize your deficiencies from a block away, so it makes no sense to bullshit them.

Even if you have no experience sail-

COURTESY THE MOORINGS



LATITUDE / ANDY

CHARTERING



You might not want to charter a boat as big as this on your first time out, but it is certainly an attainable goal for most capable sailors.

ing catamarans, you needn't shy away from chartering one of these enormously popular pleasure platforms, which are found in most charter fleets these days. Bareboat outfits are well aware that only a tiny percentage of sailors have experience skippering big catamarans, so they will usually be more than willing to let you sample one if you have experience on a similar-sized, or larger, monohull. There are distinct differences, of course — particularly with sail trim and docking — but the check-out team will most likely make you feel comfortable before you leave the dock.

We should mention here also that skill in anchoring is usually the weakest element of most West Coast sailors' seamanship abilities. If this sounds like

you, get out and practice locally or take a class to brush up on your technique. (And guys, please don't assume you'll just send your wife up to the bow to do the dirty work, as so many bareboat skippers do.)

Do Your homework — These days, just about everyone is over-extended. But the degree to which you can make time to plan and prepare for your trip ahead of time will greatly improve your chances of skippering successfully. This doesn't mean you should rush out and buy every chart on the market. Most companies will send you a cruising guide as soon as you put down a de-

posit. Instead of burying it on your nightstand or stowing it away in your seabag, we suggest you keep it close at hand and read up on the anchorages you hope to visit, local cultural traditions, clearance procedures (if you plan to sail interisland) and so on. Doing so will actually extend the value of this relatively high-priced vacation by allowing you to fantasize about harnessing the trade winds in some tropical paradise for months in advance. Just don't get caught pipedreaming at your desk while you're supposed to be working!

If you're going to an area for the first time, it's also smart to request free literature from tourist boards. And, of course, you can find everything from ferry schedules to restaurant guides

on the Internet these days. Recent magazine articles can obviously be another excellent source of info — write-ups in non-sailing mags may tip you off to cultural events and attractions that the sailing rags miss.

Making some notes on where the best shore facilities are located can come in handy later while you're planning your route or when you find you're running short of provisions, water or fuel.

Choosing a Homogeneous Crew — We've written entire articles on this subject because it's a crucial element in any successful charter. Bottom line: Invite only those friends or family members that you are absolutely certain will get along with one another; easygoing folks with positive outlooks who will roll with the punches if problems arise. One bitchy crewmember — we're talking male or female here — can sour your whole trip. And throwing him or her overboard is usually not an option.

If you're assembling a crew of new acquaintances — say, a group of seemingly like-minded singles — taking the trouble to arrange a few daysails or a weekend together in advance will tip you off as to any possible conflicts. Don't be tempted to sell a cabin or a berth to someone you've never spent time with just to fill the boat. It's better to downsize to something smaller than to throw in a wild card. A personal caveat is to beware of big drinkers. Most folks like to party when they're on vacation, but the last thing a captain needs to worry about is the safety of a guy or gal who is drunk before the sun passes over the yardarm.

"Look ma, Daddy is a captain!" By accepting the responsibilities of skippering, parents can turn their kids on to a very cool vacation.



COURTESY THE MOORINGS

WORLD OF



SHEILA SOMERS

With a capable crew, the skipper doesn't need to stay glued to the helm every minute. After all, it's supposed to be a vacation for him/her too.

(Yeah, we know. Bareboats don't have yardarms.)

Once your crew is set, give them some idea of what you, as captain, will expect from them in terms of pitching in with boat chores such as provisioning, cook-

ing, tidying up and sail handling. Also, tell them your ideas on handling the cost of incidentals. Naturally, you won't want to come off as being overly anal about this sort of stuff — this is supposed to be a vacation, after all. But you don't want your crew to get the impression that you'll be bringing them coffee in bed or doing all the heavy lifting either. Nothing breeds contempt during a charter more than when folks find out they've had the wrong expectations. As with just about everything else in life, clear communication is key.

Needless to say, you'll want at least one other capable sailor on board, but you needn't exclude a few complete novices. With the relatively plush accommodations of today's charter boats, even a non-sailing grandma can feel comfortable aboard. And she will probably enjoy the experience 1,000% more than some jaded dude who races at the 'grand prix' level every weekend.

Make the Most of Local Knowledge

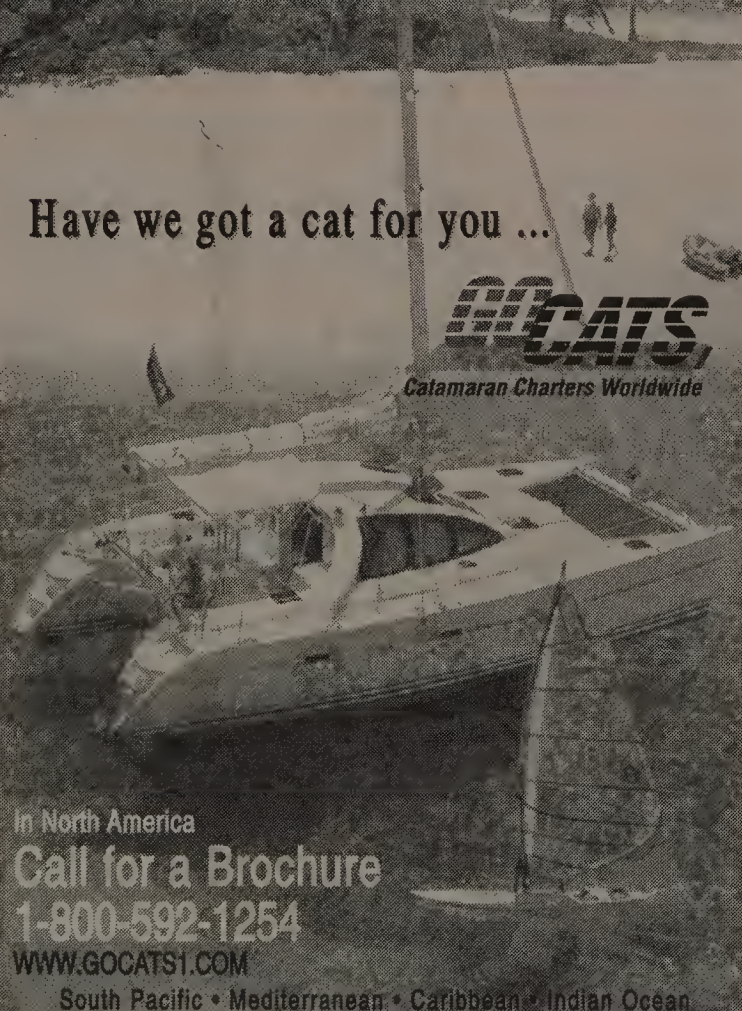
COURTESY THE MOORINGS



It's wise to make the most of your chart briefing rather than rushing to get underway. Don't hesitate to bring along your first mate.

— Once you finally arrive at your charter venue, it's only natural that you'll want to get underway as quickly as possible. But make sure you clearly understand all the running rigging and ship's systems before you leave the dock. Remember, it's your responsibility as captain to fully understand everything from the refrigeration scheme to the location of the windlass' circuit breaker. Just like back in your high school algebra class, if you don't get it, it's wise to ask for further clarification. Also, never take the word of a boat lackey that your tanks are full. Check them all yourself — and make sure the dinghy's outboard runs smoothly, even if it means dropping the dink from its davits while your crew stands by impatiently.

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Unless you know every reef and gunkhole in the region from previous trips, don't rush the chart briefing. Bring a notepad so you can jot down tips on recommended anchorages and shoreside attractions, as well as unseen hazards.

Again, there's no shame in taking along a hired skipper for a day or two. Better to suffer a little humility than to endure costly consequences due to making some bonehead maneuver.

The fact that so many sailors are eager to accept the challenge of skippering half-million-dollar charter boats is what makes the industry thrive worldwide. When done well, it's great fun, it's personally gratifying and it allows you to answer to a very classy title — at least for a week. But please, don't even be tempted to buy one of those silly hats that have "Captain" embroidered across the front in gold piping.

— latitude/aet

Honeymooners' Hints on Chartering in Greece

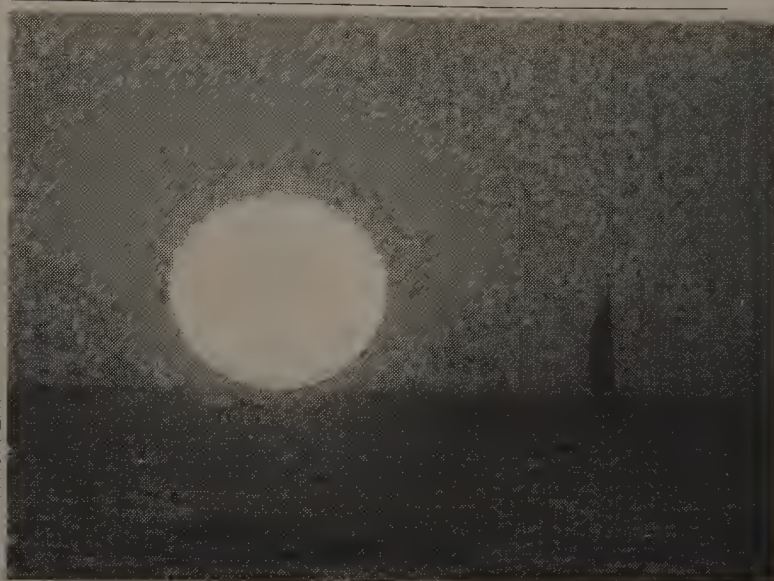
After reading our January article on chartering in the Greek Isles, reader Jen-

nifer Ruppert wrote in with the following updates and tips, having recently returned from a honeymoon charter there.

Your article mentioned Santori's limited mooring area and recommended taking a ferry from a neighboring island.

Having just spent a month chartering in Greece, I wanted to share with you that there is a new marina on the southern part of the Island of Santorini in the town of Vlyhada. I don't know if recent versions of the Greek Pilot show the marina, as there was no mention of it in our cruising guide or on our charts. We had planned to leave our boat in Milos, then take a ferry to Santorini, but we met a local who told us about this new marina. We were pleasantly surprised with the facilities — it's a rather large marina compared to that of other

JENNIFER RUPPERT



Do they have memorable sunsets in Greece? Oh yeah! Believe it or not, this is a real photo shot by an amateur.

islands in the Cyclades, with water, ice and other amenities. From Vlyhada, it is possible to catch a bus (for 2-3 Euros each) to Fira or any other town on the island. You can also have a rental car brought to the marina.

The following are a few tips that some readers might find useful:

1) Generally, we found it difficult to

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WORLD OF



JENNIFER RUPPERT

Jennifer's husband strikes a pose beside a Grecian ruin. Despite a few misadventures, they had a great time on their honeymoon cruise.

find weather information while in the Greek Islands. But the following website was quite useful — although it cannot be completely depended on: www.poseidon.ncmr.gr/weather_forecast.html

The "meltemi" winds can be brutal, but use of this site might help charterers adjust their plans so they don't get stuck

fighting *meltemis* unnecessarily. Another trick is to find a charter boat Navtex onboard!

2) Ice and water can be expensive in some places. You should definitely negotiate if the price seems unfair! Several times we felt we were being taken advantage of.

3) Arrive at your next port *early*!

We traveled in late September and early October, the so-called mid-low season. But the islands were still quite busy. I cannot imagine what the harbors are like in the high/peak season when so many other people are chartering! We had a few occasions where we got the last slip and more boats arrived after we did.

4) Don't be in a hurry! I would venture to say that things are slower in Greece than they are in the Carribean — which

gives new meaning to the phrase 'island time'!

5) Our favorite islands: Serifos, Milos, and Santorini.

6) It's hard to find good fresh fish. We thought that we would be eating a ton of fresh fish, but the Aegean is incredibly deep and is overfished. We were disappointed with the lack of fresh fish available. However, we found that most islands had butcher stores and we discovered that the pork chops were incredibly delicious!

Finally, an interesting anecdote: Our first day out of Athens, we were heading for the island of Kea about 40 miles away. We left around noon with a 15-knot breeze. By 3 p.m., the winds had completely died and we were stuck motoring the rest of the way. There were few places in between for us to anchor for the night, and it became clear to me that we weren't going to make it by nightfall.

We rounded mainland Greece and set our heading for Kea, but within an hour, the wind picked up to about 22 knots from dead ahead. The seas gradually built, making it a slow and uncomfort-

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CHARTERING

able ride. No worries — we had GPS and could now see the island, about 10 miles away. The harbour entrance was clearly marked with flashing red and green lights.

Then, *all* the lights on the island disappeared — there had been a power failure. Even the nav lights went out at the harbour entrance. After several minutes, the lights came back on and we were relieved to see the island again! This occurred several more times while we traveled the 10 miles to the harbour. Then, just a half mile out, my GPS batteries died! Good thing I knew exactly where the spares were — we were potentially lost without the GPS being that it was so dark out and the lights were going on and off.

Luckily, the harbour's nav lights stayed on just long enough for us to med moor at 10:45 p.m. Then every light in the place went out for the rest of the night! It wasn't exactly the best way to start our vacation, but it was exciting nonetheless!

During our voyage that night, we also had to dodge several big ships that

we felt didn't see our little Sun Odyssey 32. At some point later in the trip, while motoring in heavy fog, we had the bright idea to wrap the shrouds in aluminum foil. I'm not sure if it worked, but it gave us a little peace of mind!

— jennifer ruppert

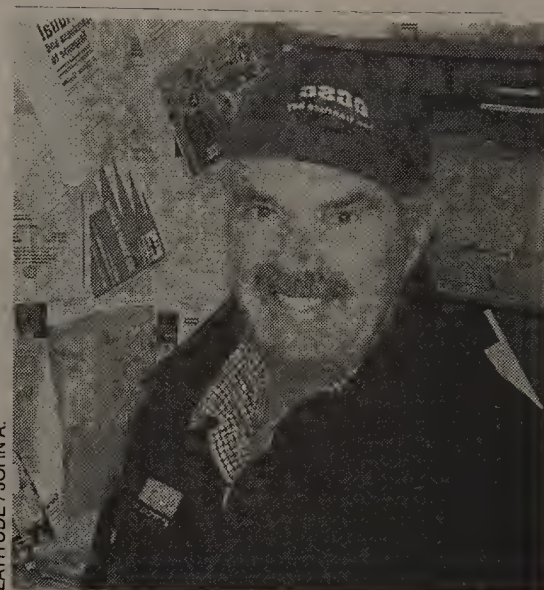
Readers — We always appreciate hearing from charterers with up-to-date info, especially when it corrects or augments something we've written. With that in mind we'd love to have some input from readers who've chartered recently along Turkey's Turquoise Coast. As we noted last month in our article on that region, we are certainly not experts on Turkish waters.

As always, we invite charterers to send reports on any and all chartering areas via email to andy@latitude38.com.

— Ed.

Charter Notes

We're proud to report that in the wake of December's devastating tsunami in South Asia, members of **OCSC** — one



LATITUDE / JOHN A.

Known for his big smile, Anthony Sandberg of OCSC apparently also has a big heart. He inspired OCSC members to be generous.

of the Bay Area's most prominent sailing clubs — and its staff showed their heartfelt support for victims of the tragedy by contributing a total of **\$6,300 to Oxfam America**, specifically earmarked for tsunami relief.

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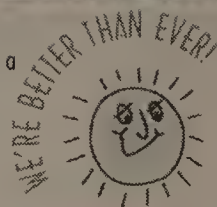
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WORLD OF CHARTERING

Anthony Sandberg, a **Tsunami Aid Campaign** was set up at the club, inviting members and clients to make **cash contributions** which would be **matched dollar for dollar by OCSC**. A portion of January's charter profits were also donated.

According to OCSC, "Oxfam is among the most reputable aid organizations with over 90% of contributed funds going directly to relief efforts." We salute the efforts of these generous sailors and encourage you to follow their lead.

Speaking of local sailing clubs and sailing schools, many of them will be represented at next month's **Strictly Sail Pacific** — the massive sailing-only 'boat show' formerly known as Sail Expo. Held **April 13-17, 2005 at Oakland's Jack London Square**, it's a great opportunity to **talk one-on-one** with a wide range of industry professionals, including truly knowledgeable yacht vacationing experts from all the



LATITUDE / ANDY

We're not sure if Tim Johnson of TMM can really play the uke, but he sure knows a lot about Belize and the Caribbean. You'll find him and other charter pros at Strictly Sail Pacific.

top companies.

Whether you are new to chartering or you're an old hand at it, there's no substitute for picking the brains of someone who has actually sailed in the prime

chartering venues, understands the local customs and who is familiar with the latest changes in shoreside infrastructure.

Short of walking the docks at a particular charter venue, the show is also the best forum we can think of for learning the subtle differences between one boat design and another. Do you have someone in your charter party with special needs — i.e. they're 6'6"? The charter gurus at the show will be able to find the best boats for your particular needs.

It is also a great place to take potential crewmembers — especially neophytes who are reluctant to commit to the idea of chartering. Encouraging them to **talk directly with industry pros** will make your job easier and will give your would-be crewmembers a big boost in confidence. So mark your calendar and check it out.

— latitude/aet

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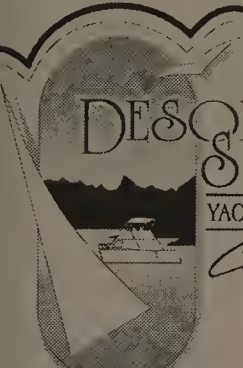


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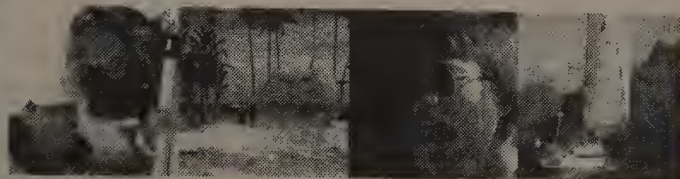
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CHANGES

With reports this month from **Serenity** on the only very mildly improved clearing situation at Ensenada; from the **Wanderer** on how much Banderas Bay has changed and continues to change; from **Metaphor** on where to get your boat hauled and launched for \$3/ft in California; from **Chewbacca** on Panama Canal transits; from **Harmony** on being the Mayor of Tenacatita Bay; and **Cruise Notes**.

Serenity — Whitby 42 Paul & Debi Shaimas 'One-Stop' Clearing (N/A)

We arrived in Ensenada the day President Fox was in town to open the *Centro Integral de Servicios*, which is the one stop check-in/check-out facility for mariners. Although we did our arrival paperwork through Baja Naval — Roger Greg of Baja Naval was great, and we highly recommend him and Baja Naval itself — we opted to do our own check-out. The *Centro* office is next door to the Port Captain's building. Inside are five numbered windows: *Migracion* (Immigration), *Capitanía de Puerto* (Port Captain), *Conap-esca* (Fishing License), *Aduana* (Customs) and *Banjercita* (Bank). Cruisers start at window 1 (*Migracion*) and then work their way around to the various windows.

We've got some tips for others who follow us: 1) Take multiple copies of everything you think they might need. For departure, we needed five copies of our *despacho* (leaving) crew list; a copy of our stamped and signed *arribo* (arrival) crew list; receipt for the payments we made for the arrival paperwork; a copy of our Temporary Import Permit; copies of our passports; originals of our passports; original visas; and a paid invoice from Baja Naval to show that we had no outstanding bills. We left with most of the paperwork; they just needed to see it.

For arrivals and departures, plan one trip to take your paperwork in in the morning, and another to receive your stamped and approved crew list in the afternoon. When they say 'one stop', it doesn't mean that you're done in one

It might be 'one window' in Ensenada, but it doesn't mean just one trip to 'one window' to get your initial clearing done. It takes two.

trip. If you arrive late in the day, you will need to come back the following morning to pick up the paperwork. For departures on Saturday or Sunday, you must process the departure papers on Friday. Since you must depart within 48 hours, it would appear that Monday morning departures are not possible. Fees for *Migracion*, *Conap-esca* or *Aduana* are paid at the *Banjercita* window. Fees for *Capitanía de Puerto* are paid at their window — not the *Banjercita* window — using Mastercard or Visa. If you only have cash or an ATM card to pay the *Capitanía de Puerto*, you have to go to a bank in town to make the payment, then return with the receipt.

We tried to use Captain Rain's *Lista de Tripulantes* from the *Mexico Boating Guide*, but were advised that it can only be used for departures, not arrivals. As near as we can figure out, the arrival form is the same as the departure form — except it does not list subsequent destinations. In either case, the *Migracion* window has blank copies of the form that can be filled out on the spot.

We were disappointed to realize that the 'one check in/check out' procedure applies to each port, rather than to the entire country. But from what we have heard of the 'paperwork cha-cha' — a la Captain Rains — even this is a major improvement. Cruisers should show support for the *Centro Integral de Servicios* so that the program can be expanded to other ports more quickly.

— paul and debi 2/05/05

Banderas Bay Is Booming (Banderas Bay, Mexico)

While in Puerto Vallarta last month, we took a walk along the shops that line Marina Vallarta — and were taken aback by a series of dated photographs in the window of a realty office. They showed that 15 years ago there was no Marina Vallarta, no Marina Iguana housing development with docks in the back, no Opequimar Boatyard, and only a couple of moderate-size hotels.

How things have changed. The 400-berth marina has not only been built, it's already become a little scruffy. Nonetheless, there's a waiting list for slips during the winter. And it's not just small and medium-sized boats in the marina anymore. Mr. and Mrs. Mini-Megayacht have decided to base their vessels out of the



marina, too. Marina Iguana sold out years ago, and all the prices have skyrocketed. Opequimar is a bee hive of boat repair activity. And the condo-hotel development between the marina and the bay — well, let's just say that the projects are large and there are lots of them.

As for Puerto Vallarta in general, it's also been booming. The Sam's Club and Wal-Mart have been around for several years, the four-lane road to the northern part of Banderas Bay is a couple of years old now, and more hotels are being planned and built. The fact that some hotels got battered by 30-ft waves from a hurricane a few years ago has not stopped developers. The Venetian, a complex of three 31-story towers, is going to be built near the Holiday Inn. As for the cruise ship terminal next to Marina Vallarta, its capacity is being tripled.

Life in Puerto Vallarta seems to be pretty good and getting better for both locals and the growing population of expats. We talked to taxi drivers and waiters at normal restaurants, and they reported that workers such as themselves are able



IN LATITUDES



SPREAD, IMAGES DE MEXICO; INSET, LATITUDE/RICHARD



(Spread) A sparsely occupied Marina Vallarta surrounded by small hotels and condos means that this photo was taken a long time ago. (Inset) These days developers think big.

to afford their own homes a few miles in from the water. One waiter told us that 15 years ago many children would go a week or more without any milk or meat. He said that even most of the very poor kids now get some kind of decent nourishment on a regular basis.

Rather than going downhill with time, Puerto Vallarta seems to be getting cleaner — and rapidly moving upmarket. Many of the new condos and hotels are luxury class, and there are more trendy restaurants than ever. The proof that P.V. may really have arrived is that exclusive Nikki Beach has opened up a branch. These are the folks who brought beds to the beach, and previously only had clubs in St. Tropez, Miami, and St. Barth.

When it comes to attracting visitors, Puerto Vallarta has been blessed with a terrific location, as it's the closest non-desert tropical area to the U.S. and Canada. It might come as a surprise to a lot of people, but Puerto Vallarta is closer to Chicago and most of the Midwest than

are places like the Virgin Islands, St. Martin, and Antigua. Indeed, it's the same distance as from New York to down island in the Caribbean. For Northern Californians, it's just a three-hour flight.

When it comes to appealing to folks who like or have to 'commuter cruise', Mexico has two distinct advantages over the Caribbean and Hawaii. Number one, the people of Mexico are incredibly friendly. They don't do Caribbean surly, and they don't have to be encouraged to live aloha.

Secondly, for those who forswear marinas and gaudy tourist restaurants, Puerto Vallarta, like the rest of Mexico, is dirt cheap compared to the Caribbean and Hawaii. Blair and Joan Grinols of *Capricorn Cat*

told us they went to market day at a little village near Paradise Marina and paid just \$10 for about 30 pounds of excellent-looking fruits and veggies. As for dining out, every cruiser in the area can suggest places — such as the fruit and veggie market behind Wal-Mart — where you can stuff yourself with delicious food for less than \$5.

Puerto Vallarta, which has a population of 250,000, occupies a relatively small stretch of coast on 15-mile by 15-mile Banderas Bay — which just happens to be one of the most pleasant sailing areas of the world. As we've reported numerous times, Banderas Bay has the most consistent good sailing breeze in Mexico, with between eight and 18 knots of wind almost every day. By sunset on most days, the wind dies completely, and things become *muy tranquilo*. Rarely does the bay — except for the southwest tip near Cabo Corrientes, the 'Point Conception of mainland Mexico' — become any rougher than San Francisco Bay. Most of the time it's quite calm. Because the eight-mile long northern shore of Banderas Bay is shallow and well-protected from ocean swells, even monohull sailors can drop the hook virtually anywhere and spend a comfortable night — or month.

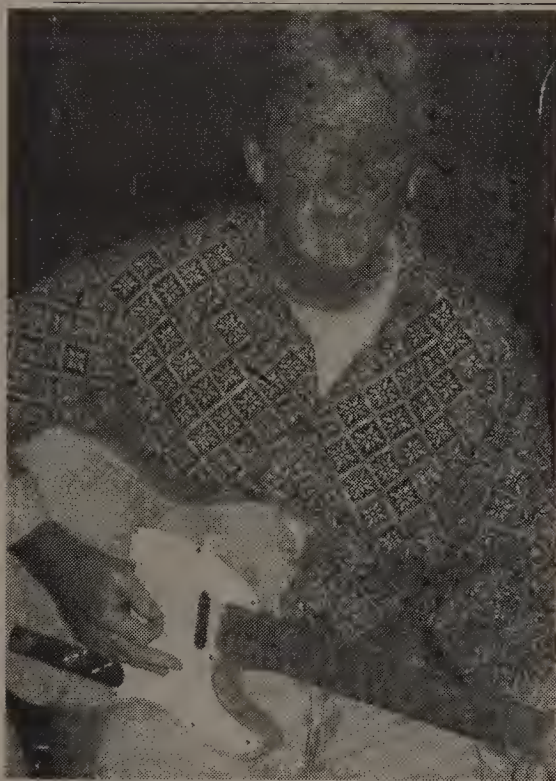
The negative for Banderas Bay is that the water doesn't have the clarity of the Caribbean, Hawaii, or even the Sea of Cortez. Visibility is best on the north shore and out by the Tres Mariettas Islands, where you can often see 10 to 25 feet. On the other hand, Banderas Bay teems with 'bird and sea life. It would almost be unusual, for example, not to see at least one whale on a 15-mile sail between Puerto Vallarta and Punta Mita in the winter. They are everywhere. There are also

This is Flor, working the counter at Desperado Marine, and flashing a smile that's so typical of the warm people of Mexico.



LATITUDE/RICHARD

CHANGES



LATITUDE/RICHARD

Having sold his Cal 36 in New Caledonia last fall, Philo Hayward can now devote even more time to the multi-faceted Philo's in La Cruz.

plenty of dolphins, rays, and other fish, as well as a variety of birds. The place is alive.

Located at the northern end of Mexico's Gold Coast, Banderas Bay is less than 125 miles from great cruising spots such as Chamela, Careyes, Tenacatita Bay, and Barra de Navidad. But there are so many attractions within Banderas Bay itself that it's sometimes hard to leave:

— You still can't get anywhere near jungle-covered Yelapa except by boat, and this center of simple and alternative living hasn't changed at all in 30 years. Make sure you anchor well, however.

At the north end of the Bay is Punta Mita, where we like to hang out on *Profligate*. It's a fine anchorage that often sees 10 to 20 boats on the hook — and could

Banderas Bay — it's got good sailing, surfing, and snorkeling, it's inexpensive, it's close, it's warm, and the people are very pleasant.

easily accommodate hundreds. Starting with a Four Seasons Hotel and a Jack Nicklaus-designed golf course that mere mortals aren't allowed to visit, the entire Punta Mita area shore has rapidly gone extremely upscale. Shoreline lots now run into the millions, and compounds sell for many times that amount. When we surfed the nearby La Launcha break two winters ago, there were no homes in the area. Now there are numerous gated estates and compounds with guards on the beach. Fortunately, Mexican law requires that the 60 feet shoreward from the high tide line always be open to the public.

Speaking of surf, Punta Mita is home to at least four good breaks, from a terrific learner's break in front of the palapa restaurants, to the very long and hot sections — though between and over rocks — at Inside El Faro. Because it's easiest to access all but one of these breaks by dinghy, sailor-surfers often get entire breaks to themselves. Punta Mita is a major surfing venue for women, many of whom aren't self-conscious about their bodies. We don't know what you ladies are thinking when you surf wearing a dental floss thong, but it sure makes the paddle out seem shorter for us guys behind you.

About eight miles to the east is La Cruz, an open roadstead that's normally the calmest part of Banderas Bay. This free anchorage is a very popular hangout with budget cruisers — although somebody really needs to do something about cleaning up the beach where the dinghies land. It's littered with everything from a smashed-up San Francisco-based trimaran to all kinds of litter.

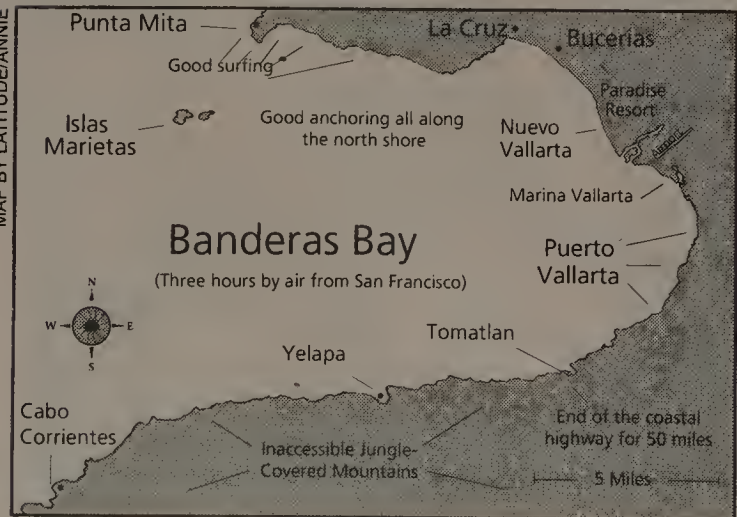
Philo's is one of the main attractions in La Cruz — and indeed all of Banderas Bay. In 2000, Philo Hayward of Mendocino County did the Ha-Ha with his Cal 36 *Cherokee Spirit*, and a few months later visited and fell in love with La Cruz. He bought some property and opened up a bar, restaurant, music center, recording studio, community center, internet cafe and what have you. He's in business to make money, of course, but his greater priorities are helping out the La Cruz and cruising communities. Hayward tells us that a Mexican company is about to start transforming the little breakwater and spit into a 120-berth marina. Nobody will really believe it until they see some action, but we suspect there would be tremendous demand for the berths.



A little more than halfway between La Cruz and Puerto Vallarta is Paradise Resort and Marina — the latter being presided over by Harbormaster Dick Markie. It seems like just a couple of years ago they put in their first 13 slips. Now there are over 200, and Markie could probably fill another 100. In addition, they have a big dry storage yard. Once primarily a haven for relatively affluent cruisers, it's now become popular with ever larger motoryachts. If you want a place in Paradise Village in the winter, make your reservations early — very early.

Paradise Marina is home to the Banderas Bay Regatta, held in March, and the Vallarta YC. Commodore Jim Ketler tells us that the Vallarta YC has some 300 members and is thus the largest "real yacht club" in Mexico. (The Acapulco YC is a business rather than a traditional yacht club.) The marina and yacht club facilities are top quality and are well-maintained. There are plenty of showers and clean and functioning heads. If it's got the Paradise name on it, you can count on excellent quality.

The big difference between Paradise

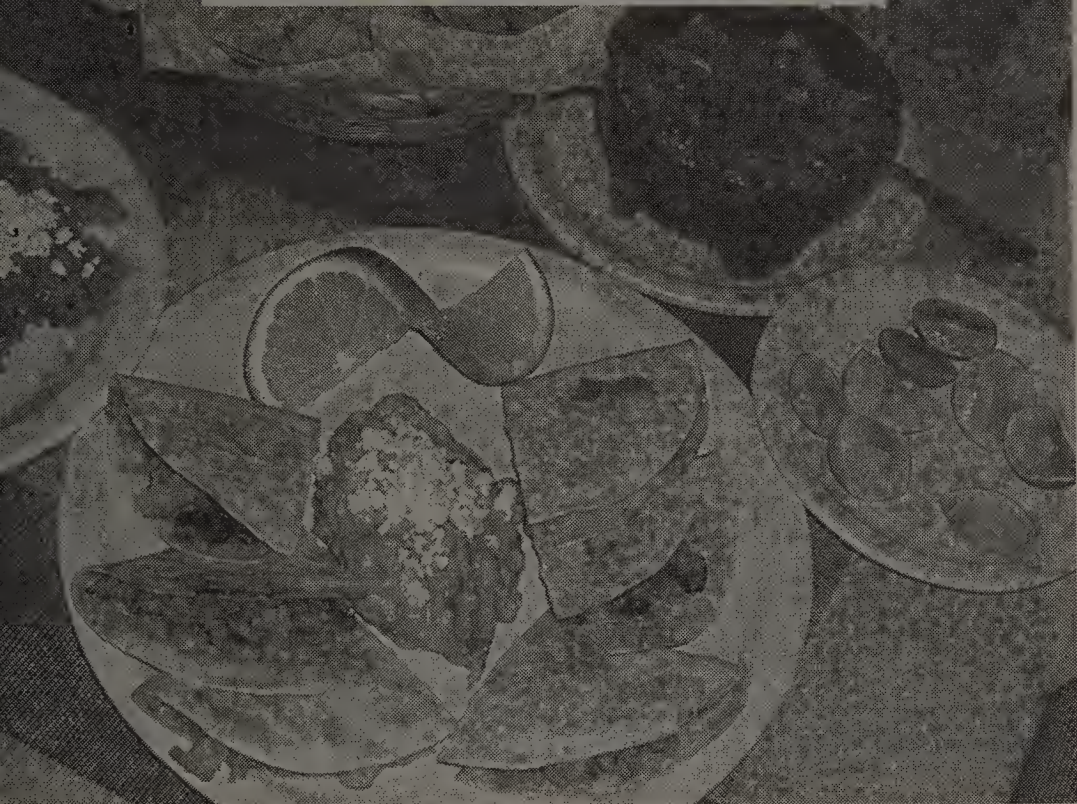


MAP BY LATITUDE/ANNIE

IN LATITUDES



PHOTO BY LATITUDE/RICHARD



After a good session at Inside El Faro (inset), there's nothing like a large and delicious — but inexpensive — meal overlooking the water.

Marina and Marina Vallarta are their locations. Marina Vallarta is right off P.V.'s main road, is close to downtown, and is surrounded by restaurants and tall condos. If you like to be close to stores and the downtown action, that's the place to be. Marina Paradise, on the other hand, is located on a quiet lagoon on the backside of a big resort. It's a much more lovely, natural, and quiet site, but it's about 20 minutes by taxi from downtown.

With great sailing, surfing, fishing, whale-watching, and jungle trips, as well as everything from isolated anchorages to hip city life, in a very inexpensive and salubrious tropical environment, Banderas Bay has got it all. Over the past 15 years, it's become home to an ever-growing population of snowbirding and retired Americans and Canadians. In the next 15 years, we expect it will probably grow just as much, primarily along the north shore. The good thing about having a cruising boat on Banderas Bay is, that no matter how many people move in, it's still going to

be a cruising paradise, with great weather, great sailing conditions, great places to anchor, and miles of isolated beaches for strolling.

The Wanderer's perfect week on Banderas Bay?

Day One — Arrive from San Francisco in afternoon, go into P.V. for the evening to walk around the city, absorb the atmosphere, and enjoy a nice meal.

Day Two — Make the 12-mile sail to Punta Mita — always upwind — and surf that afternoon. That evening enjoy a delicious but inexpensive meal on the second floor of the El Dorado restaurant — which overlooks the surf break and the anchored cruising boats.

Day Three — Surf until rubber-armed. At 2 p.m., set an asymmetrical sail for the 12-mile broad reach/downwind run to Paradise Marina. There's often nice wind, particularly at the beginning of this leg, so *Profligate* commonly hits the mid-teens in flat water. As soon as the boat is tied off, we drag our aching bones off to the pool for a swim and a mai-tai in the hot-tub. It doesn't matter if we don't get out of the water until 8 p.m., because the air is still plenty warm. Finally we ease on over to the little mall for either a delicious \$7

Mexican dinner or the \$17 all-you-can-eat *churrascaria* extravaganza at Brazil restaurant.

Day Four — Repeat the Day One through Day Three sequence. If there's no surf, perhaps spend a day and night exploring Yelapa or taking in a night of live music and dancing at Philo's in La Cruz. In Banderas Bay, you're never more than 12 miles away from anything.

We're of the opinion that both the sailing on Banderas Bay and the Banderas Bay experience are underappreciated by much of the world. But we think that's going to change drastically in the next five years. We weren't at all surprised to learn that J/World will be opening up a year-round facility based out of Marina Paradise starting next fall. We bet they'll do gangbusters.

Given that Banderas Bay is so close to California and such a great place for folks to learn to sail, surf, and cruise, we've always wondered why nobody ever did any such four to seven-day adventure charters. Since nobody has ever seemed interested, Doña de Mallorca is in the process of getting *Profligate* legal to do just that on a limited basis starting in December.

— latitude 02/20/05

Metaphor — Hallberg-Rassy 31 Phil Ackerman In Praise Of The Central Coast (Morro Bay)

In the past Latitude has mentioned they hardly ever hear from sailors on the Central Coast of California — so I thought I'd change that. After having my new-to-me Hallberg-Rassy 31 *Monsun* shipped from Chicago to Port San Luis, and working every day for nine weeks on her in the boatyard, I finally launched her. (No, Marty, I'm not on drugs, I just loved working on my new boat.) My sail up to Morro Bay went well, and we even had three large gray whales greet us about three miles south of Morro Rock.

The point of my writing is that I can't say enough good things about my nine weeks at the Port San Luis Boatyard.

The Port San Luis Pier, home of the Port San Luis Boatyard. They charge \$4/ft to haul and launch boats over 35 feet. Smaller boats are less.



ZIM FAMILY COCKERS

CHANGES

It's a relatively small and quiet yard with only room for about 20 boats. But I bet that it's probably the least expensive and most user-friendly do-it-yourself yard in California. Owners Marty and Del, along with employees Bob and Billy, were very helpful and free with good advice. Although there was a waiting list to get into the yard, Marty was kind enough to work my boat into the schedule because she needed some essential repairs before she could go back into the water. Marty is the one who runs the Travel-Lift and who manages the small chandlery. What he doesn't have on hand, he can get with a day's notice.

I couldn't believe my good luck with the weather. I worked in a T-shirt — and some days a tank top — from November 15 until January 23! One of the nice things about Port San Luis is that when you need a break from working on your boat, you can walk out on the pier and enjoy some delicious Mexican food at Pete's Pierside Cafe. Ummm good.

The only downside with Port San Luis is that you must haul or launch on a high tide, and there can't be a south swell running. Fortunately, this didn't affect my timing, as I finished my work between the wild weather systems that had been showing up from the southwest all winter.

Anyway, thanks guys, it was a wonderful boatyard experience.

— phil 02/08/05

Chewbacca — Crowther 33 Cat The Winship Family Panama Canal Transit (Alameda)

With another winter cruising season nearing an end, many cruisers in Mexico will be headed to and through the Panama Canal. We have some insights.

Many cruisers think the Canal is more complicated than it really is. In reality, it's quite simple. If you're going from the Pa-

Kendall and Quincy Winship got the giggles from being followed through a chamber by a massive Panamax ship.

cific side to the Caribbean side — which, oddly enough, means you'll be going from the southeast to the northwest — gravity-fed water from Lake Chagres lifts your boat a total of 84 feet in a series of three chambers in two locks that are less than a mile apart. Once at the higher elevation, you motor 45 miles across Panama, including the Continental Divide, to a series of three chambers in two locks on the Caribbean side. There you are lowered 84 feet back down to sea level, completing your transit. That's right, except for brief locking on each side, most of a Panama Canal transit consists of motoring across Gaillard Cut and Lake Chagres — the latter of which looks a lot like the Delta.

The devil can be in the details, of course, so like many other cruisers, we did our first transit as line-handlers on someone else's boat. Once you're familiar with the procedures, you're more confident transiting with your own boat. Our first trip was aboard Jim and Kate Bondoux's Northern California-based triple-deck Cheoy Lee 60 motorsailer *Lionesse*. Although *Lionesse* didn't need line-handlers, having hired four professionals, when Kate found out it was our 25th wedding anniversary, she invited us aboard as guests. Kate is a fireball of fun, and was well known in Mexico for whipping through anchorages and breaking down the stupid barrier that sometimes exists between 'stink-pots' and 'blow-boats'.

There's a lot of paperwork involved with a Canal transit, and there are several options for getting it taken care of. There are expensive ship's agents, such as Pete Stevens or Tina McBride, who charge a minimum of \$500. There are less expensive ship's agents such as Enrique Plummer, who charges only \$200. There is also a group of well-versed taxi drivers who will guide you through the process for less than \$50 — their cab fees included. Or you can do it yourself.

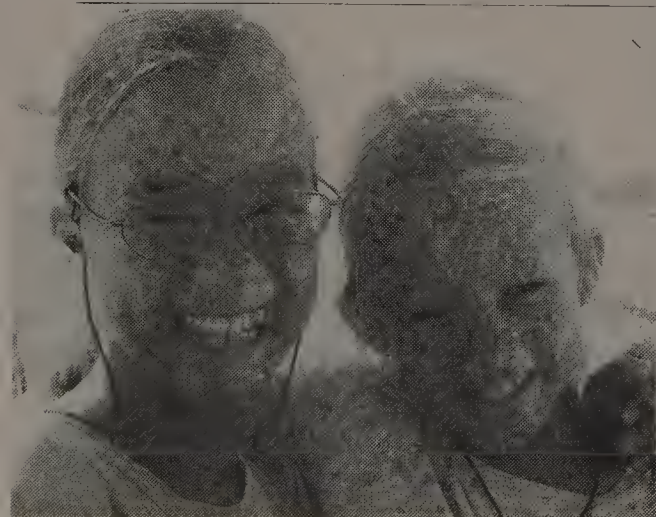
Jim and Kate opted to use the services of ship's agent Pete Stevens, who admits he's been around "forever". Because *Lionesse* is so big, she was assigned a Canal Pilot to guide her through the Canal as opposed to a mere Advisor (pilot-in-training), which is all that is required on smaller boats. The transit itself went smoothly, and we learned a lot by watching. When it looked like we would be late in arriving on the Colon side of the Canal, we called the Panama Canal YC for a slip. Although the yacht club docks were full, Stevens, having anticipated our need, had somehow managed to



wrangle a slip for us. So when we arrived, I fired up the BBQ on *Lionesse's* 'patio' while Kate chose the correct wine to go with the pork loin medallions. What a memorable day!

For our second trip through the Canal, we wanted to be actual line-handlers rather than just observers. Luckily for us, a catamaran about the size of our 33-footer was in need of a couple of line-handlers. It turned out they'd used Enrique Plummer, the lower-priced ship's agent, to do their paperwork. He provided all the Canal paperwork, immigration check-in, check-out, visas, and international *zarpes* for just \$200. It was a total turn-key operation for a yacht coming to Panama, transiting the Canal, and exiting the country. The owner of the cat never had to leave his boat to get all the paperwork done and fees paid. When I asked Plummer if he considered himself to be the agent for small cruising yachts only, he showed me some paperwork he was doing for a 200-foot megayacht, and other paperwork for a 26-foot sailboat. He insisted that both boats would get the same attention and service from him.

We'd actually met Plummer a week earlier when we needed to get our frazzled



IN LATITUDES



ALL PHOTOS LATITUDE/RICHARD



Spread; Panama City as seen from the Causeway built from Canal spoils. Inset right; Waiting for paperwork. Inset left; Enrique Plummer.

Compaq laptop fixed. Not only a maritime agent, Plummer considers himself an expert on knowing where to get things taken care of in Panama at an American pace! So instead of shipping our laptop to the 'black hole' that is the Compaq service center back in the United States, he scooted us in the back door of the Compaq service center in Panama. A day later our laptop was not only fixed, but had an upgraded operating system! Plummer, having worked in the Atlantic City hospitality industry in the States, knows what Americans expect in terms of service — and provides it.

Indeed, in just a short amount of time, Plummer had earned a reputation among cruisers as a guy who could 'get things done' — but also as a genuine friend. After we did our second transit, we saw Plummer at the Balboa YC, where he asked if we had chosen an agent for our own Canal transit. We explained that we were on a limited budget, and since we had some free time, wanted to see if we could do it ourselves. We were prepared to get the cold shoulder because we weren't going

to use his services — but needn't have. Plummer sat down with us and outlined all the steps we would need to go through — and warned of what pitfalls to watch out for!

Specifically, he told us we would first need to have the required lines (four of them, each 120 feet long) for the Admeasurer to see. Since we didn't have any that met the specification, he arranged to have the four lines delivered to our boat the morning before the Admeasurer showed up. He also advised us where to get the all-important extra fenders — tires wrapped in plastic — for free, saving us another \$30 or so.

Based on Plummer's advice, the next day we called the Admeasurer's Office to schedule an Admeasurer to visit our boat. I began the conversation in my halting 'Spanglish' — and was surprised to hear the secretary reply in perfect English. We were told that our Admeasurer would arrive the next day between 9 a.m. and 11 a.m. — a tighter time span than the cable companies give back home. The Admeasurer came aboard *Chewbacca* at 10 a.m., armed with a tape measure and a small pile of forms. After checking our requisite four lines and fend-

ers, he then measured the length and width of *Chewbacca* — right down to the nearest inch! Even though every boat less than 50 feet pays the same price — \$500 — and width doesn't matter, the Canal Commission wants to know if your boat can be squeezed into the same lock as a 920-foot ship.

We then got to work on the forms, which had questions about our boat's draft, motor type, cruising speed, gross tonnage, bow thrusters, and so forth. Luckily, most of the forms dealt with types of cargo, frozen meat, and contagious diseases — so the Admeasurer put a big 'X' through them and moved on. The only strange thing is that when he saw Rascal, our pet squirrel, he listed him as 'crew'! After he reviewed all the forms, I signed in about a dozen places, freeing the Canal Commission of any liability should they happen to crush our little home in one of their locks. After less than 30 minutes, the Admeasurer was on his way.

After he left, we had to take the forms to the bank to pay our transit fees. Citibank is the only bank that will accept the payment for the ACP (Panama Canal Authority), and you can pay in cash or with a Visa credit card. It was a 40-minute walk, allowing for an ice cream stop, or a \$2 cab ride to the bank. After 6 p.m. on the day you pay, you can call the ACP scheduling office and request a date for transit. Once again my Spanglish was answered in English, and we were set to transit on the following Monday, five days hence.

So far everything was going well, but we had yet to tackle the Maritime Office, which checks the cruising permits; the port captain, which issues the exit *zarpes*; and finally Immigration, which puts exit stamps on all the passports. To avoid the Saturday overtime fees, we decided to head out on Friday morning to knock out this last bit of paperwork. I knew roughly

The whole Winship family huddles together in the middle of a Panama Canal chamber, savoring yet another exciting cruising adventure.



COURTESY CHEWBACCA

CHANGES

where these offices were clumped together on the Pacific side, a few miles away near Pier 18. But the warren of poorly-marked offices intimidated me. A couple of cruisers walked their paperwork through with no problems by exploring their way through the buildings. Some less-adventurous cruisers had used 'Taxi Tony' to shepherd them through the Canal transit paper mill, so when I saw his cab parked outside the Balboa YC, I thought it was providence signalling me. For \$8 an hour, Tony takes you to the offices, performs the initial introductions, and then fades away until you are done with your business. Then he reappears to guide you to the next office. I would have been hard-pressed to find these offices on my own — even if I'd been set on the doorstep of the buildings.

First, we had to stop at Banco Nacional (yes, another bank) near Pier 18 to buy our \$4 stamps for the Maritime Office. Luckily, we had used a cab, because the bank recently moved to a newer location, and that would have added another mile to my tired feet. 'Taxi Tony' took my \$4 and headed straight for the *Jubilado*, which is the line for the retired people, saving me a half hour wait in a line that went out the door. Fifteen minutes later, we were sitting pretty in the air-conditioned Maritime Office.

The two ladies asked when we were transiting the canal. "Monday," we said, grinning like kids at our first day at school. They shook their heads in disappointment. "You have to come back on Saturday, because you can't check out until 48 hours before your transit time," they said. Under the smiles I knew they forgot to add, "And by the way, it will be \$20 extra for our overtime tomorrow." With the cab clock running, we did the last bit of our provisioning, and still made

After four years of full-time cruising, the Winship family's little Crowther 33 continues to serve them well.



COURTESY CHEWBACCA

it back to the boat in an hour.

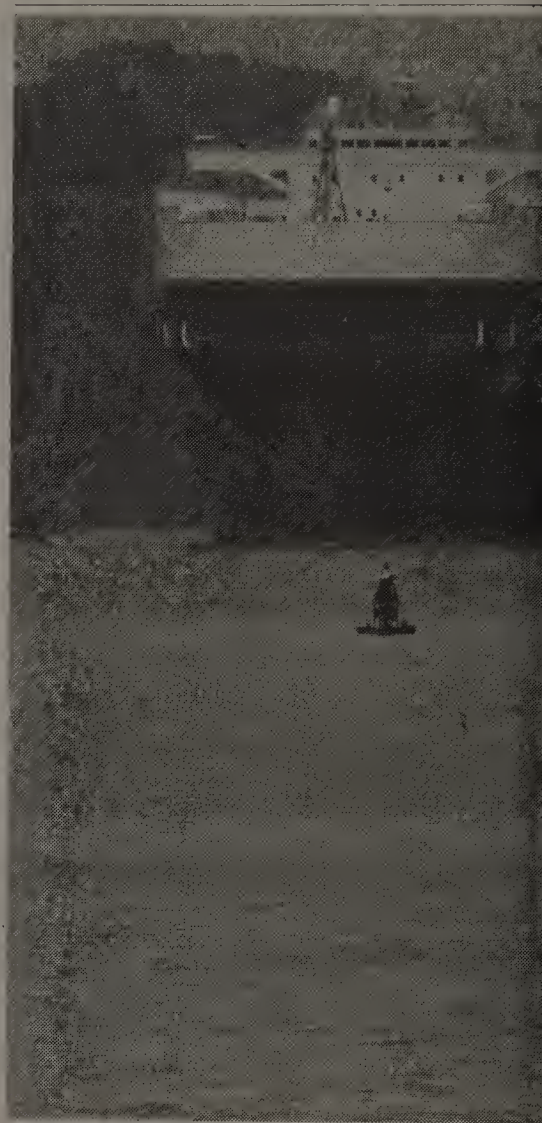
We returned with 'Taxi Tony' the next morning, and were greeted by the same ladies who took our \$4 in bank stamps, \$4.20 in cash (correct change only, please), and our \$20 bonus for doing business on Saturday. From there we took our newly stamped forms next door to the port captain's office. The sign on the door read, "Be back in two hours".

While we were stewing on what to do, we met yet another ship's agent, Tina McBride, who was handling the paperwork for several "small yachts", as she put it, the smallest being a 50-foot Amel. When I asked her what she charged, she said a minimum of \$500. I gave out a low whistle. Turning to 'Taxi Tony', she replied, "Well, you get what you pay for."

Well, so far we were into the process for one hour and 15 minutes, and at \$8 an hour, I felt we were doing pretty good with 'Taxi Tony' — even with the \$20 in overtime charges. We asked Tony to take us to the mall where we could get something to eat to kill a couple of hours. He let us out at the shopping plaza and stopped the clock, saying he would pick us up in 90 minutes. The kids spread through the food court, and after a Pizza Hut thick-crust combo pizza and a Dairy Queen M&M Blizzard — we were, after all, in Panama City — we were back at the port captain's office for our international *zarpe*, and then over to the next building for our passports to be exit-stamped. In a half hour we were done! We had 15 minutes of time left with Tony, so on the way back to the boat he took us on a quick tour around the old Canal Zone buildings and officers' quarters. Tony jokingly told us that he used to be a boxer, so for \$8 an hour we not only got an 'agent' and tour guide, but a bodyguard, too!

I asked Tony if there were other taxi drivers who could take cruisers through the canal paperwork, and he instantly rattled off a half dozen names. "But," he added, "I think Taxi Tony is the best." When asked if he had ever considered becoming a maritime agent, he said that becoming a registered maritime agent carries tremendous responsibilities and financial outlay that he was not prepared for. He enjoys taking cruisers through the steps of the paperwork jungle and letting them get intimately involved in the process.

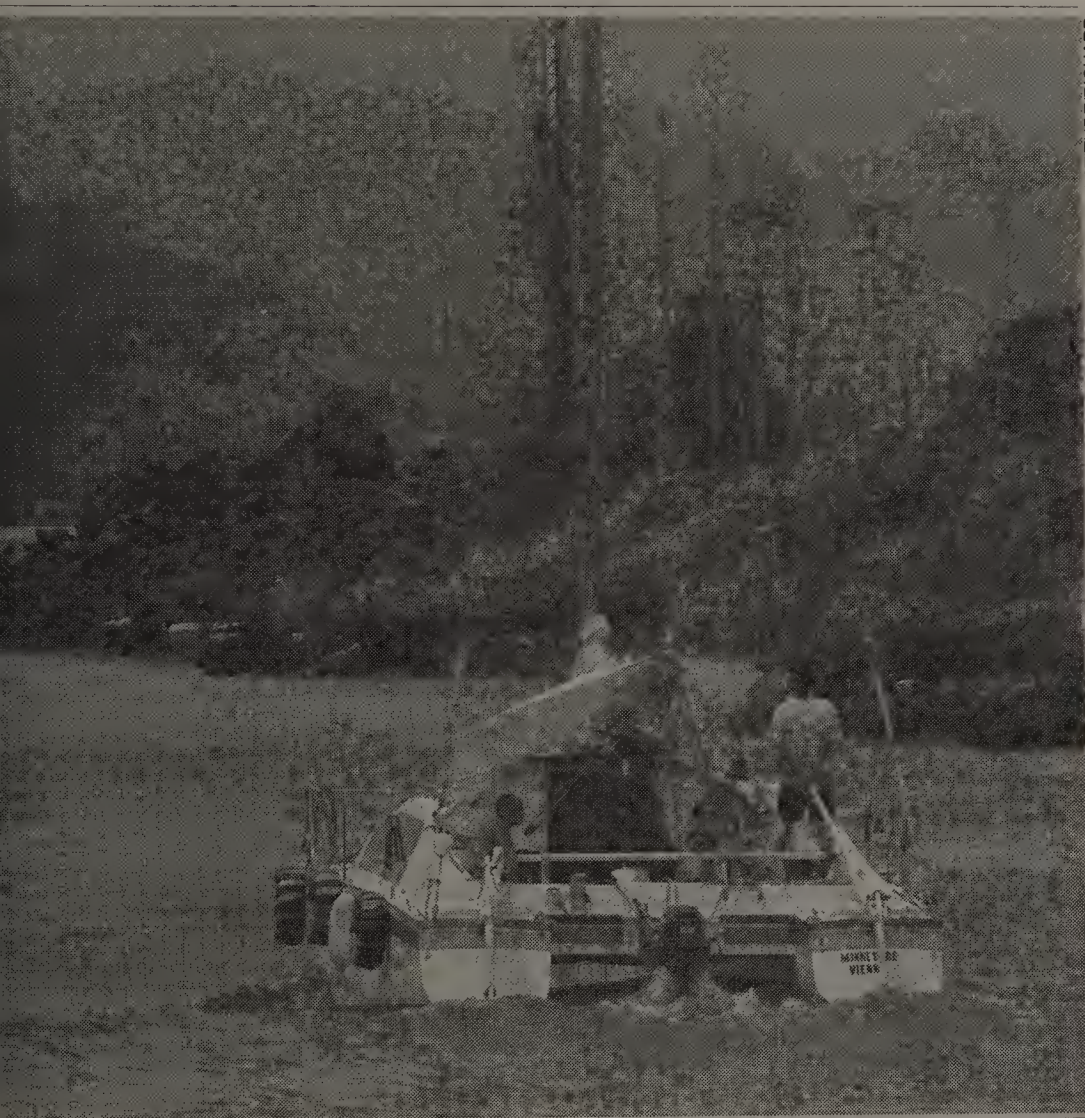
When we transited on Monday, you couldn't see our normal waterline, for not only were we sporting 10 heavy tires hanging from our stanchions, but also 90 pounds of rented rope, provisions and fuel for the coming months in the San Blas



Islands — as well as 10 people! April's parents Bill and Betty Rogers from Redding had joined us for the Canal adventure, and our niece Carrie from New York had come down for the transit and some time in the San Blas Islands. In addition, we had Tom and Carmen from *Crow's Nest* to help handle the lines. With the addition of Francisco, our wonderful Canal Advisor, and the four in our immediate family, it came to a total of 10 people.

The pilot boat delivered Francisco at 9 a.m., and we were through the first set of locks by noon. We motored through the impressive Gaillard Cut, and by dinnertime we were moored safely in Lake Gatun. After a toast of champagne, Francisco left us, promising to return the next day to complete our transit.

The next day we all went swimming in the freshwater lake and cleaned the bottom of the boat. Francisco arrived early and pointed to a freighter up-anchoring and preparing to enter the locks. "We go with him. Hurry everyone out of the water!" In five minutes we were all aboard and free from the mooring, heading for the last chambers leading to



LATITUDE/RICHARD

When I asked Enrique Plummer how I could notify him when we were through the Canal so I could arrange to get his lines back to him, he said that he would know where I was at any time in transit, and he would probably know before I knew at what time I would be scheduled to be exiting the last locks heading for Colon. Canal rules, regulations, and fees always seem to be changing, and the agents keep up on those changing phone numbers, moving offices, and banks. They know the office personnel and how to avoid those overtime charges — even on the weekends. If you need professional line-handlers (\$65 per day), agents have their favorites. And they rent lines — \$80 for the set — and tires to use for fenders.

Do you really get what you pay for with an agent? Two cruising boats we met up with at the Flamenco Marina complained bitterly about using a "high-priced agent" and not receiving all their paperwork — including their exit *zarpes*. Their agent basically got them through the Canal and then dropped the ball. Although they both felt they would never transit the Canal without using an agent, they both wished they would have used the "not-so-expensive guy" and gotten much more service.

We were content to run the paperwork on our own — assisted by Taxi Tony' and tutored by Enrique Plummer — because we had the time, a shoestring budget, and the masochistic desire to experience all the steps. Because the only constant in Central America is change, we would suggest that anyone contemplating using an agent, or doing the paperwork on their own, talk with some cruisers preparing to go through the Canal and find out how they fared. *Chewbacca* is currently heading for the historic harbor of Portobello, and from there will head to the San Blas Islands for the summer months.

— the winship family

Readers — Latitude boats have been through the Canal four times. The first was

Caution: If you need even the slightest assistance from a tug, they may try to hit you with a big fee.



LATITUDE/RICHARD

explaining the situation. Those charges were magically reversed.

The agent also acts as your representative in case you have an accident or delay in the Canal that needs attention. A breakdown in the Canal can lead to a \$400/hour tow from a tug, not to speak of the money it would cost if you held up a Canal lock for even one minute. When our engine on *Chewbacca* conked out just as we were getting ready to pull out of a lock, we had to hand the ropes back to the tug that we were side tied to while I bent down and turned the ignition key. For 10 seconds of handing the ropes back, the tug wanted to charge us \$300! Although we had no agent to represent us, luckily for us we had fed our Advisor pretty well, and he disputed the charges in a heated flurry of Spanish. We motored into the next lock without incident. The pilot or advisor determines if your transit is free of delays or damage to the Canal and authorizes release of your deposit at the completion of your transit.

An agent is essentially responsible for your boat during the transit, and a good agent keeps track of your progress through the Canal.

This isn't 'Chewbacca', but this is what it looks like when a small catamaran is about to pass a large ship in the Gaillard Cut.

the Caribbean. The down-locking went smoothly, and by 3 p.m. we were snugly side-tied at the Panama Canal Yacht Club, in search of a cold drink and a shower. We'd done it!

Why use a ship's agent for the paperwork? The goal of all maritime agents is to take all the stress out of the paperwork mill, and to complete the process in a quick, professional manner. If you're short of time or just hate dealing with bureaucracy — in a foreign language, no less — you may want an agent. One cruiser was charged the regular \$600 for transit fees, and the \$850 deposit fees, but when he admitted to the Admeasurer that he couldn't maintain the newly-required eight knots, he was charged an additional \$450 for a two-day transit. Plus \$50 for a mooring in Lake Gatun. Plus \$200 in extra pilot boat fees! None of the other boats were charged that, even when they did a two-day transit. A simple phone call had Enrique Plummer down at the ACP (Panama Canal Authority) offices

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Big O about 10 years ago, and we did the paperwork ourselves with our Spanish-speaking Basque captain. It took a little time but it was easy. When we went back the other way two years later, we used Tina McBride. She was expensive, but did a great job. Profligate went through the Canal for the first time in December of last year. We used Pete Stevens, who was equally expensive but did an equally fine job.

When Profligate came through the Canal a second time in May of last year, we used a taxi driver named Ellington to help us with the paperwork. We had some special issues, and Ellington went the extra mile for us, twice taking us into the nerve center of the Canal operations to speak on our behalf. As far as we're concerned, he and his fellow taxi driver 'Dracula' did a bang up job for our group of 11. Not only that, we really liked the guy and he made the process fun. We'd use him again in a second — especially because we can think of lots of ways to spend the \$450 we'd save over the more expensive agents.

We didn't meet Enrique Plummer until we had transited, but we were impressed. His business plan is to do as good or better a job as the others, but at only 40% of the price. You have to like that attitude. Plummer claims he can get cruisers help with engines, sails, electronics — pretty much everything — at the kind of speed Americans expect. From what we've heard, he's been living up to his promises.

Harmony — Islander Freeport 40

Robert Gleser

The Mayor of Tenacatita
(Alameda)

Since January there have been between 30 and 50 boats here in five-mile by five-mile Tenacatita Bay, which is about 130 miles south of Puerto Vallarta. No, it doesn't look like much in a black & white photograph, but all mayors of Tenacatita Bay are proud of their 'Jungle Ride'.

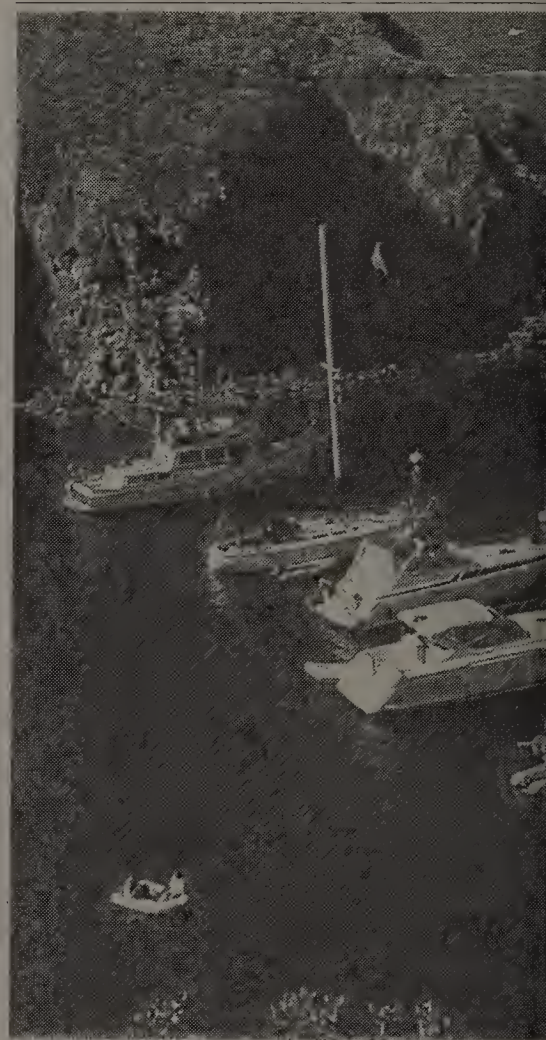
and 21 miles north of Barra de Navidad on Mexico's Gold Coast. This is one of the first warm anchorages after passages from the north, and has become a place where people stop to collect themselves and make future cruising plans. Because the primary anchorage behind Punta Chubasco is around a sharp corner from the Pacific swells, the water on the bay tends to be smooth. Not having to worry about their boats, people get comfortable playing volleyball, being part of the swim team, socializing, and commuting to the village of La Manzanilla across the bay or down to Barra de Navidad. The water is warm enough for swimming, and the air temperature is usually in the 80s.

Something like 10 to 15 years ago — we can't seem to come up with an exact date — the folks on *Black Swan* began the saga of the 'Mayor of Tenacatita Bay'. When they left, Don of the Truckee-based Islander 36 *Windward Luv* — with his wife Lena as the *Mujere Primera* — assumed the mayoral duties for about seven years. When Don decided to stay in Mazatlan three years ago, the search was begun for a new mayor. Even though I tried to interest other people on several occasions, it soon became apparent that I had been chosen. This has been my third year as mayor, and a politician could only dream of a constituency such as mine — people living their dreams and enjoying life to the fullest in one of the most enjoyable anchorages in Mexico.

To the east of the anchorage is a rocky bluff. To the north is a long, white, unspoiled sandy beach — except for a palapa at the McHale's Navy site at the entrance to the 'jungle ride' through the mangroves, and the Blue Bay Hotel at the far corner.

Friday is the Mayor's Night Out, and it seems that more boats congregate in the anchorage on that day. We have a big dinghy raft-up in the calmest water. Despite all the dinghies, one 10-lb anchor seems to hold everyone. Everyone brings hor d'oeuvres, and books and videos are traded. As the mayor, I have each member introduce themselves, tell about their old life, their future plans, and any funny stories they might have. It's often quite hilarious.

Last week we asked the women of the fleet what changes they'd gone through or have had to continue to go through for the cruising lifestyle. These extraordinary women spoke from their hearts, which made it both very interesting and entertaining. Since the next weekend is going to be Virginia's and my 34th wedding anniversary, we're going to ask each



couple how they met and fell in love. If it's anything like last year, it promises to be a real love fest.

As for my port barrel projects, they included the appointment of David on Tumbleweed as Commissioner of Vegetables. He arranged a weekly delivery of produce and supplies to Tenacatita Beach by Maria from Barra de Navidad. Deliveries were also arranged with the French baker. Croissants anyone? Oh, the mayor's work is never done.

Next year the dharma will have to be passed along, however, because Virginia and I are planning on cruising Central America after spending the spring in the Sea of Cortez.

— mayor gelser 02/05/05

Cruise Notes:

We want to thank Paul and Debi Shaiman of the Whitby 42 *Serenity* — who wrote the first *Changes* this month — for their report on the new 'one-stop' clearing window at Ensenada. But we have to disagree with their conclusion that all cruisers should support the new system. The problem is that it's not a major improvement, but rather a minor change to the same old clearing rubbish.





LATITUDE/RICHARD

Coast of Mexico was requiring cruisers to use ship's agents. We informed her that she was mistaken, because the port captains in Mazatlan and Puerto Vallarta have been doing just that. (Curiously, a ship's agent is not required at Nuevo Vallarta or La Cruz, both of which are less than 10 miles from Puerto Vallarta. Nor do people have to use an agent in San Blas, where one had been required for years. "We kicked that guy out," the port captain reportedly told one group of cruisers.)

Grossman happened to be in Mexico City when she got our message about the required use of agents in Mazatlan and Puerto Vallarta, and promised to take the matter up with the Director of Port Captains the following day. We'll have a report in *'Lectronic Latitude* when we hear back from her.

Earlier we mentioned that some ship's agents were charging outrageous sums for the simple task of clearing a boat in and out. Larry and Tammy Seminutin of the Vernon, Canada-based Corbin 39 **Semicrazed** have a good example. They stopped at Marina Mazatlan for two nights, where they were told that the port captain required they use a ship's agent. The couple say that the agent's fees alone came to \$35 U.S. for checking in, and \$40 for checking out the next day! The couple thought the marina's slip fees were reasonable, but were so steamed about having to use the expensive agent that they've changed their plan to leave their boat at Marina Mazatlan for the summer.

"After cruising down with the Ha-Ha, we've been having a great time," write Rob and Linda Jones of the Whidby Island, Washington-based Gemini 3000 cat **Cat'n About**. "But we're still wondering about a possible change in clearing procedures. We've been in Tenacatita

Excessive ship agent's fees soured Larry and Tammy Seminutin on Mazatlan, so they'll be leaving their boat elsewhere for the summer.

most distant port, then hang out where there aren't any port captains. Another option — one that we don't recommend but one that is growing in popularity — is to check into Mexico to get some papers, then just not check in anymore after that. Cruisers who do this could be in big trouble if they get caught, but in most places the chances of getting caught are slim.

Tere Grossman of San Carlos Marina, who is also the President of the Mexican Marina Owners' Association, also noted the establishment of the 'one window' in Ensenada. As for the possibility of the eliminating domestic clearing, she says that legislation is stuck in Congress. "There's other bad news," she writes. "On January 1, the government started charging \$50 for the Temporary Import Permits that used to be free."

Grossman had been under the impression that no port captain on the Pacific

After over 30 inches of rain this winter, we want to remind Southern Californians that warm weather and the Catalina season are near.

Last fall President Fox promised — in writing — that by this year cruisers would only have to check into Mexico and out of Mexico. There wouldn't be any more 'domestic' clearing. That promise has not been kept, and we're not very happy about it because the domestic clearing is a big bunch of baloney. Cruising boats in Mexico are not like commercial ships, they're like RVs. And folks with RVs don't have to jump through hoops while forking over piles of money each time they arrive at a new town. The rules for foreign boats in Mexico ought to be like the rules for foreign boats in the United States — you pay a small annual fee and that's basically the end of it.

The result of the continuing nonsense — and the fact that port captains in places such as Puerto Vallarta and Mazatlan are making cruisers use a ship's agent, at least one of whom has been charging outrageous fees for his anybody-could-do-it services — is that more cruisers than ever will do all they can to avoid the waste of time and money. The legal way to avoid it is check into Mexico once, clear to the



LATITUDE/RICHARD

CHANGES

Bay — which doesn't have a port captain — for two weeks. But this morning it was announced over the net that the port captain in Barra de Navidad — 21 miles away — now wants boats in Tenacatita Bay to check in at Barra! More money spent on officialdom means less money being spent on fish tacos and *cervezas*. However, the alternative is being cold in Washington, so we'll just deal with it."

A second alternative is to pretend that you don't listen to the net. Requiring captains to make a 40-mile round trip to check-in is, we think, tourist abuse.

We grouse about the clearing procedures in Mexico because they are an expensive waste of time that restricts the ability of tourists to move freely. Nonetheless, Mexico remains a terrific place to cruise, the people are wonderful, and the dollar still goes a long way — except with some ship's agents.

Last month we reported that a man from Colorado was killed in some kind of small boat accident one night in Cabo San Lucas Bay. We haven't learned any more about that incident, but we did hear about another tourist getting killed

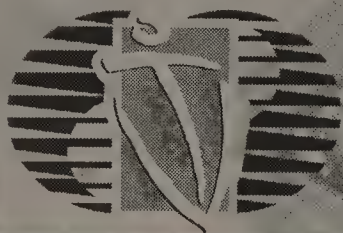


Norma and Len were all smiles after the Ha-Ha — but not in January when they told us about the swimmer run over and killed in Z-town.

on the water. Ha-Ha vets Len and Norma Brownlow of the Channel Islands-based Olson 40 **Hangover** report that a land-based tourist was run over and killed by a small outboard-powered Mexican

boat in Zihuatanejo in January. "The guy was swimming out to an anchored boat and they ran right over him," says Len. "Although their outboard kicked up and the victim came up screaming, they kept right on going! Finally there were so many people yelling at them that they turned back. It took a long time to get the victim to shore and in an ambulance, and he died before reaching the hospital.

As if that weren't enough, Jack Carson and Monica Guildersleeve of the British Columbia-based custom 44 **Bella Via** — much more on them next month — told us that two couples taking their dinghy to shore at La Cruz on Banderas Bay were overtaken by a *panga* that drove right into the back of their dinghy! The two men in the back of the dinghy jumped overboard to avoid being hit. The two women in front weren't hurt only because the *panga* came to a stop just short of them. The incident happened at night — despite the fact that the folks in the dinghy were waving a light. The gist of this story was confirmed by Philo in La Cruz. Nobody was able to remember any individual or boat names.



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Needless to say, it's important to dinghy and swim defensively at all times in Mexico, where safety standards are rarely observed. At night, show a very bright flashlight. But even that might not be enough. Too many Mexicans drive cars and operate dinghies while smashed.

Speaking of Philo, for the last four summers he's been cruising his Cal 36 **Cherokee Spirit** across the Pacific. He characterized it as the "last great adventure for the average person" — but noted that the sailing conditions were a little rougher than he, his crew, and his autopilot had expected. Once he got to New Caledonia and learned how much trouble it was going to be to bring a boat into Australia — proof of insurance, proof of medical insurance, having the boat fumigated — he put the boat on the block in Noumea. Much to his surprise, she and several other boats sold almost immediately. His for more than the asking price to a French couple who were going to have to pay 38% import duty. With the euro so strong, we suppose that the French — at least the ones who have jobs — can now



LATITUDE/RICHARD

Good taste is no barrier when the cruising community holds a fund-raiser. This disgustingly funny booth was at the Chili Cook-Off.

do stuff like that. For the immediate future, Hayward is going to concentrate on his business and wonderful community projects in La Cruz. Someday down the road, he might get a little bigger boat.

We hope you read the article earlier in this issue about the terrific **Zihua SailFest** charity created and run by cruisers. While Zihua SailFest may suddenly have grown to be the biggest cruiser charity in Mexico, it's certainly not the only one. Here's a partial list of some others, some of which are regular events, some of which are held from time to time:

November, Turtle Bay — Last year's **Ha-Ha fleet** raised \$1,500 for the clinic in Turtle Bay after the doctor there helped save the life of participant Phil Hendrix.

December, La Paz — **Subasta**, put on by the Club Cruceros, is one of the oldest and largest cruiser charities in Mexico. There is also the Fundacion Para Los Niños de La Paz.

December, Paradise Marina, Nuevo Vallarta — The Vallarta YC sponsors a **Chili Cook-Off** each year, and last year raised \$3,500. The Vallarta YC also co-sponsors a **Santa's Toy Box**, which last year made sure that some 800 children got at least one toy.

March, Punta Mita, Banderas Bay — **The Pirates For Pupils Spinnaker Cup**, a fun sail from Punta Mita to Para-

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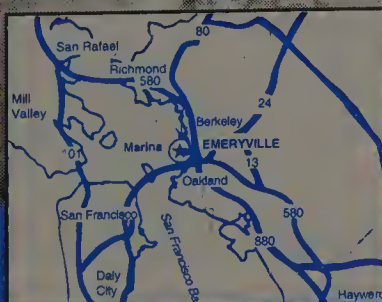
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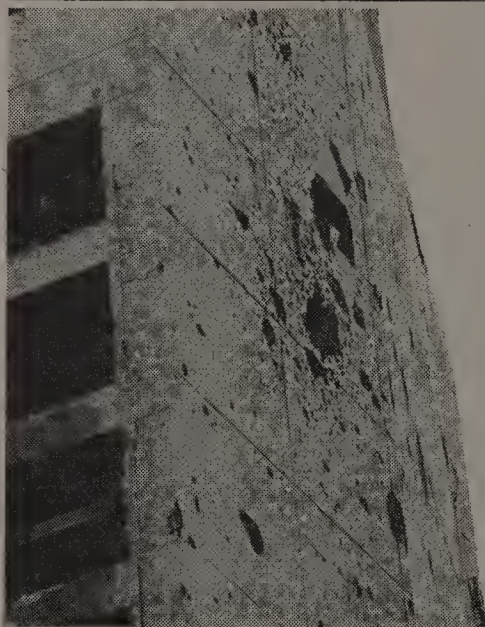
...call this your backyard!

CHANGES

dise Marina, is being revived this year. The money goes to various educational causes around Banderas Bay. (Ha-Ha Honcho Lauren Spindler has decided to donate \$500 in the name of Ha-Ha participants to this charity each year. She had already done the same thing with the Zihua Sail-Fest.)

May, Puerto Escondido — Hidden Harbor YC has hosted the **Loreto Fest** for many years and used the considerable proceeds to fund numerous charitable causes in the nearby communities. We're certain there are other cruiser charity events in Mexico that we're either not aware of or have forgotten. We should also mention that **Philo's in La Cruz** has several terrific ongoing programs to benefit various segments of the resident and cruiser communities in La Cruz.

"I was recently in Beirut, Lebanon," writes Kelvin Meeks of the Seattle-based Islander 32 **Renaissance**, "Across the street from the InterContinental Phoenix Hotel was a small but well-protected harbor that is home to the St. Georges YC. The weather was rainy and pleasant — no problem for a Seattle resident such



KELVIN MECKS

This ain't no party, this ain't no disco, it's no fooling around — it's Beirut during wartime — and right next to the yacht club, too.

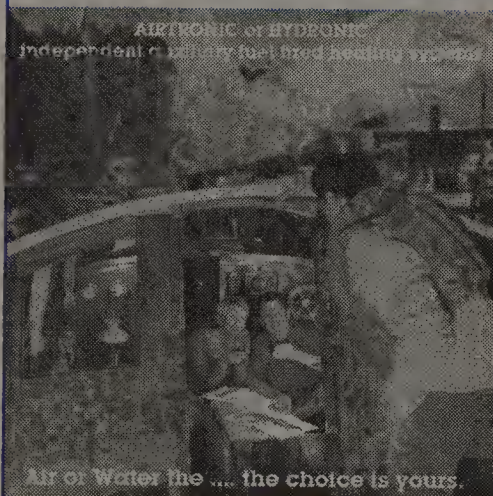
as myself — and although my business schedule didn't allow me the luxury of getting out on the water for a sail, seeing the beauty of the Med planted a seed of desire for me to sail on it someday. From such small beginnings are adventures

born, right?"

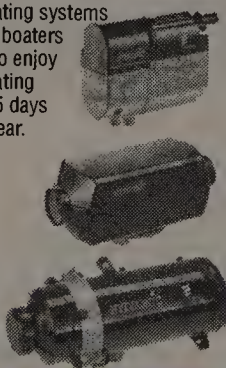
Right — but we'd think twice about a sailing adventure that took us to Beirut. The once-beautiful waterfront city went to hell — and still looks like hell — thanks to the 15-year civil war that claimed 150,000 lives before it ended in 1991. Since then, however, it's been just one political assassination after the next — many of them believed to be the doing of Syria. However, after last week's assassination of billionaire and former Prime Minister Rafiq Hariri, hundreds of thousands of people took to the streets in a fury. Now that there has been some resemblance of democratic elections in Afghanistan, Palestine, and Iraq, many Lebanese are demanding the same thing. We're not going to hold our breath. Nor are we planning any cruises to Lebanon in the near future.

It's hard to decide who has done a worse job: the State of Hawaii with the **Ala Wai Not Harbor** in Honolulu, or the various entities that have been trying to put something together at **Puerto Escondido** in the Sea of Cortez. We've been visiting the Ala Wai since 1978, and from the looks

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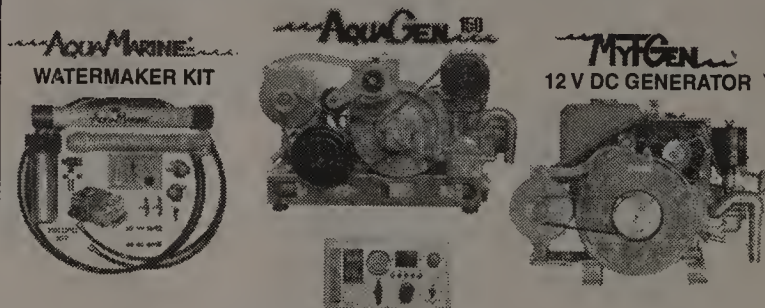
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of things, nobody has done a lick of maintenance since. It's pathetic. A few months ago, it was announced that they wouldn't even be able to host this year's TransPac fleet on TransPac Row. The latest news is that even more slips will have to be taken out of commission. If the State of Hawaii was an individual or corporation, they'd probably be sued for being slumlords.

Things haven't been that different down in Puerto Escondido, which was a popular cruiser haven even back in 1977 when we first visited. Back then we attended a meeting hosted by Fonatur, the Mexican tourism development agency, in which all kinds of grand plans were unveiled for the natural harbor. A French company invested many millions, a little bit of work was done, and then all the money disappeared. A few years later somebody put in a number of substandard docks, a few of which lasted a season or two. All through these problems cruisers continued to anchor happily in Puerto Escondido, many of them for years at a time. That all changed in October, when Singlar — which is no relation to the U.S. phone

company — acquired the anchoring and mooring rights to the classic hurricane hole. They brought in fuel tanks, installed a large mooring field — and announced they would charge startlingly high fees.

Long time sailor Tim Schaaf of the Hunter 33 **Casual Water** and the Moorings 4500 cat **Jet Stream** inspected the moorings before they were installed. In an exclusive report to *Latitude*, he noted that some parts of the mooring system seemed fine, but others seemed inadequate. And as we all know, a mooring system is only as strong as its weakest link.

Several folks who passed through Puerto Escondido on their way south from San Carlos tell us that the once-crowded Inner Harbor at Puerto Escondido was



Many cruisers don't see the point of paying \$200 a month to anchor in Puerto Escondido when the rest of the Sea of Cortez is free.

only home to three or four boats. There were about 30 boats — far more than usual — in the Waiting Room a short distance away. These folks were only having to pay the local port authority about \$1/day — which is reasonable. As for the Singlar's moorings, Schaaf's doubts about their adequacy proved well-founded. We're told that at least three of the moorings have failed and that the cruising com-

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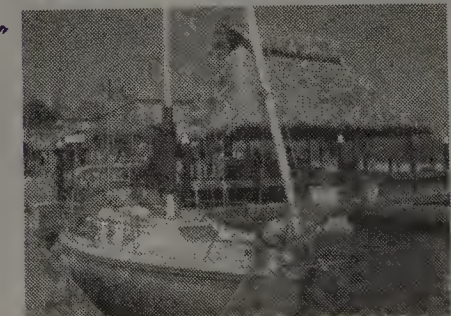
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munity no longer trusts them. Anyone using a mooring ball must sign a release absolving Singlar of any liability.

The lack of boats in Puerto Escondido has hurt businesses in Puerto Escondido and the nearby town of Loreto. Some — such as Driftwood Internet — have gone out of business altogether. Cruisers are very unhappy with Singlar, and so are the local businesses. A once-thriving cruising community has all but been destroyed. The big event of the year in Puerto Escondido has always been **Loreto Fest**, which has traditionally raised lots of money for local charities. With most of the boats having left for greener pastures, and many others having written Puerto Escondido off their itineraries, nobody is sure what to expect for this year's Fest on April 28 through May 1. Folks from the sponsoring Hidden Port YC have worked out a special Loreto Fest deal with Singlar. No matter what size the boat, the cost for anchoring or taking a mooring for seven days will be \$55 — which is still \$49 more than anchoring in the Waiting Room, and \$55 more than anchoring most everywhere else in Mexico.



J. OUVERT

Just a few of the folks — and a lot of the 'clean up the bay' trash — from the '03 Loreto Fest. It's a great event that we hope can survive.

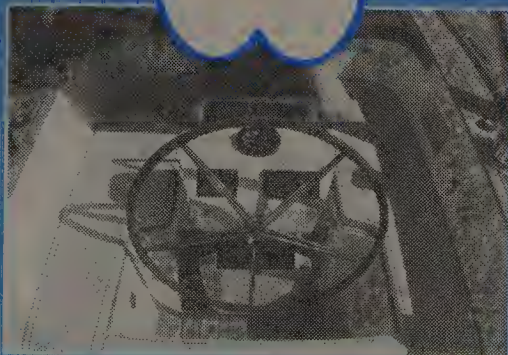
More recently, we've been told that Singlar has reduced their regular monthly rate down to \$168 a month for a 40-ft boat. To understand what's been wrong with the Ala Wai, and what's now wrong

with Puerto Escondido, you only have to realize that Singlar wants to charge more for a 40-ft boat to anchor in the middle of nowhere than the Ala Wai charges for a 40-ft slip in a marina with a waiting list a mile long.

In Puerto Escondido, everybody refers to each other by their first name and their boat name. We've cruised enough to understand that nobody ever knows anybody's last name, but as publishers it drives us nuts. Nonetheless, this report from Connie **Sunlover** was too compelling to ignore.

"Elvin **Sunlover** agreed to help Doug **Backstreet** take his new boat 50 miles up the Sea to her new home at Concepcion Bay. Doug had been told the boat was full of diesel, but it wasn't. They brought an extra five gallons of fuel along, but that was only good enough to get them close to Concepcion Bay. So they set the main and jib. There was only two knots of wind, and the sea was relatively calm, but two halyards broke, so they had to pull the pins and cut the other two halyards. [We're not sure what she means by

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this - editor.] After cutting the sail, they were able to save the boom, but the mast fell into the sea. Beam to the small seas, with everything hanging over the side, the motion began to rip the bowsprit and the railing. By now it was a matter of saving the boat and keeping the two crew from getting hurt. Without any fuel and without being able to set any sail, Elvin and Doug just bobbed around. They had a radio, but the antenna was on the top of the mast, which was in the sea. This went on for two days before they set off flares that were seen by a navy helicopter. A navy ship came to their aid. After making sure the boat was seaworthy, they gave them enough diesel to make it to Concepcion Bay. In any event, for three days I had no idea where they were. Needless to say, I didn't leave the *palapa* or the radio during that time."

"It's hard to believe, but this will be our 16th year of offshore sail training," write John Neal and Amanda-Swan Neal of the Hallberg-Rassy 46 **Mahina Tiare**. "We think last season was our best ever, as in 14,000 miles we only put 100 hours

on the engine — the least of any season to date. *Mahina Tiare* is now on the hard in New Zealand, and we fly back in mid-April to replace the rigging — which now has 85,000 ocean miles. Then we'll get the boat ready for another bout of the Roaring Forties, followed by a blast up to Rurutu in the Australs. Later on in the season we'll sail up to Alaska and then back down to Victoria. It will only be the second time we've had our baby home in eight years!"

Another milestone for John is that this will be his 23rd year of weekend **Offshore Cruising Seminars**. Over the years, he's given 119 of them, having taught — with various experts, such as Amanda — 7,800 students. Realizing that they perhaps

Are you and your sweetheart interested in learning how to sail in the Roaring Forties? Amanda and John will be happy to teach you.

still don't know everything despite their combined 412,000 ocean miles, their seminars will also feature Nigel Calder, noted author of **Boatowner's Mechanical and Electrical Manual** and other books, and Lee Chesneau, Senior Marine Meteorologist of the Marina Prediction Center in Washington, D.C. For information on the seminar in Seattle on March 12 & 13, and in San Francisco on March 19 & 20, visit

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"On February 7, several Baja Ha-Ha vets — from different years — and other cruisers docked and anchored at Barra de Navidad to share food and stories," reports Marlene Verdery, who is co-captain of the Sausalito-based Pearson 362 **Jellybean** with her husband Roy. "The highlight of the event was a concert performed by some members of the Picard family on the Monterey-based Kelley Peterson 46 **Kanaloa**, who have been cruising Mexico's Gold Coast following last fall's Ha-Ha. Doug and Kumi Picard performed several songs, including some composed by Kumi. Daughter Michele, 8, entertained the crowd with Japanese dancing routines to mom and dad's music. Toward the end of the concert, Marc, 6, pleased the crowd by replacing his mother at the piano. His beautiful playing overwhelmed the crowd — and even brought some to tears.

Calling Dave, Amy, Jessica, and Cody Sherman of Northern California, who circumnavigated aboard **Rubaiyat** in the '90s. Matt Knight and Suzanne Hobbs of **Noel**, who you cruised the South Pacific

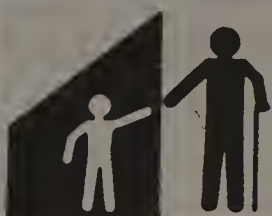


Six-year-old Marc Picard's playing reportedly brought tears to the eyes of some. The rest of the 'Kanaloa' crew was great, too.

and Indian Oceans with, would like to get in touch. You knew them when they had youngsters Harriet and Jemima, although they now have two more children. The family now lives on South Week Farm,

Chumleigh, Devon, United Kingdom, but Matt and Suzanne have developed "an urge to return to the tradewinds and tropical reefs before the little ones fly the nest". So they are looking for a new cruising boat and think that old cruising buddies such as yourselves might be able to help them find the right boat. They can be reached at matthewnuit@ukonline.co.uk.

Looking at this month's *Classy Classifieds*, we notice that Richard Booker and Grace Spencer of Winnepeg, Canada, who built the Mystery Cove 38 catamaran **Crocodile Rock**, and who did the 2000 Ha-Ha, have put their boat up for sale. They sailed that little cat a long way, including down to Panama, up to the East Coast, and then made a 17-day passage to the Eastern Caribbean. They were nice enough to put us up for a night in English Harbor, Antigua, while waiting for *Profligate* to arrive, and have subsequently sailed back to Panama. In other words, that little cat has a lot of successful ocean miles. Why are they selling? "We're planning to stay in Panama and build up our



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sails and rigging business. If things work out, we'll build another boat designed specifically for the tropics."

We know this is late, but it's important. According to Jerry and Joni Reid of the Newport, Oregon-based **Lotus**, last Christmas Day in Mag Bay, 13 cruising boats from three countries celebrated Christmas with a potluck dinner. After dinner and between songs played by cruising musicians, a special award was formally presented to Bob and Dianna Denny of the Port Townsend-based cutter **White Swan** "for their actions on Christmas Eve when near-gale force winds caused two boats to drag anchor."

"Here's the latest take on San Diego from me, which has changed quite a bit from my last visit in 2000," write Terry Bingham and Tammy Woodmansee of the Eagle Harbor, Washington-based Union 36 **Secret O' Life**. "There are new Police Docks, of course, with showers! But they've really cut back on the available anchorage for cruisers. When I arrived I stopped at the Police Dock to pump-out and to get a permit for the A-9 anchor-

age, something I never had a problem with in the past because that anchorage is reserved for boats from outside of the county. But the unfriendly young lady ensconced behind the bulletproof glass in the Harbor Office simply told me there were no permits available. She said they had reduced the size of the anchorage to less than 20 boats. She had no idea when a permit would be available, but said to check back "because you never know".

"With the San Diego weather turning sour once again," Terry and Tammy continue, "I asked again about a slip at the docks. After ascertaining that our boat was in fact present on the pump-out dock, she assigned us a vacant slip where we spent the next eight days at \$10/day for the first five days and \$20 after that. There is a 10-day limit in any 40-day period. We were happy for the slip, as the wind blew 30-35 knots from the south, and the area received another five inches of rain. When the weather turned 'normal' again, we asked for and received a permit

to anchor in La Playa for the weekend and — actually got an extra day due to the Martin Luther King holiday on Monday.

"As for the other anchorages in the San Diego area, Glorietta Bay, Mission Bay and La Playa are still designated as 72-hour anchorages," the couple continue, "but current Harbor Police policy will only allow three of these 72-hour permits to be issued in any 30-day period. This makes obsolete the previous option of hopping from anchorage to anchorage, with a few odd days thrown in at the docks or A-9. Now it seems like the only full-time anchorage is A-8, which is way down near Chula Vista — where I would not feel safe leaving my boat unattended. The marinas are packed, of course, so even expensive transient slips are hard to find."

Even with some 500 boats in storage at Marina Seca, the lack of slips in California is getting to be a worse problem all the time. 'Use it or lose it' is, we think, the best solution.

Lucky enough to be out cruising? Then don't forget to write, making sure to include a few high res photos.

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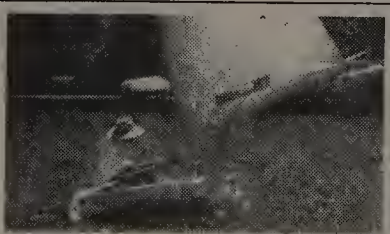
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ZODIAC 9'4" INFLATABLE. SB 285 sportboat in excellent condition. Marine-grade plywood floorboards and transom, includes oars and foot pump. Located at Berkeley Marina. \$650. (907) 723-8585.

16-FT INTERNATIONAL CONTENDER. Glass foam core construction. Grey deck, light blue topsides. Galvanized trailer/trolley. Harken hardware, Booterhill foils, full covers, Goldspar rig. New condition Jason King-built boat. Perfect. \$7,000. Call (415) 771-1340.

SUPER DINGHY DEAL. Never used 1995 West Marine RU-10. Inflated once with new boat, then stored double wrapped. Pristine condition. Widow divesting husband's marine equipment. New \$2,600. Priced to sell fast at \$1,600. (415) 435-3674.



SPLASH 12' SAILING DINGHY, 2001. Perfect for lagoon, Bay, and lake sailing. Comes with brand new sail and older sail. \$1,000. Call (415) 435-9525 or youth@sfyc.org.

HELP. LASER WANTED. My son wants to race. Please call (408) 686-0568 (eves). Thanks.

24 FEET & UNDER

WANTED: O'DAY MARINER 19. 1972 or newer. AKA Mariner 2 + 2. (800) 406-0222 (days, or please leave msg eves).

SEAWARD 24, 1989 with galvanized trailer, two mains, three headsails, cruising spinnaker. Diesel, self-tailing winches, mast-raising system. \$13,500. Call (831) 915-0271.

MOORE 24, #71. Galvanized trailer, good sails, well rigged, ready to race. Would consider 50% partnership to active racer. \$13,000. Call (510) 522-1626.

O'DAY 23 TEMPEST. Honda 5 hp 4-stroke, fin keel, 4 sails, depthsounder, cabin cushions, bilge pump, sail cover, large cockpit with cover and cushions, Porta-Potti, compass, PFDs, anchor. \$1,995. (925) 673-1720.

LIEN SALE: Saturday, March 12, 2005. Coyote Point Marina will be auctioning 3 sailboats and one Bayliner powerboat. View from noon to 1 pm at Coyote Point Visitor Dock. Auction will begin at 1 pm. For more info call (650) 573-2594.

RANGER 23. *Vongolina* is undergoing a facelift: New bottom, LPU topsides and deck. Fair main. Good jib and spinnaker. Autopilot, depth, knot, Nissan 8. See her dry at Napa Marina until the 10th. Best offer. (707) 478-8753.

WANTED: TRAILER FOR SANTANA 22 with fixed keel hull. Reasonable price. Tom (831) 818-3030.

BENETEAU 235, 1987. Good condition, fin keel. Trailer, 4-stroke motor. 2 sets of sails: Light air, heavy air. Great cruiser or racer for Bay or lake. Galley, marine head, European offshore rating. \$10,500. Call Dave (916) 933-2346.

MOORE 24, HULL #93. Good condition, fresh water boat, stock classic. Blister barrier coat, bottom paint. Many sails, some old, some fresh, including main, blade, 150, spinnaker. Evinrude 4 hp outboard, trailer. Original owners. \$9,800. (916) 624-5285.



KAMAKAI 20, 1999. Topsail gaff cutter pocket cruiser. Website pictures and details at: <www.members.cox.net/dwellens/kamakai/kamakai.htm> (619) 980-8704 or email: dwellens@cox.net.

21-FT BAY LADY. Built 1959 in Japan. Marconi rigged family cruiser. Double-planked hull, metal fin keel, self-draining cockpit, mahogany cabin. Full canvas. Reliable 5 hp Nissan. Asking \$1,000. (510) 847-2898.

24-FT GLADIATOR MICRO-CRUISER. New: Ballenger mast, rigging, LPU paint, cushions, GPS, depth, 5 good sails, 1997 Evinrude 8 hp with alternator, 16 gallons fuel, 40 gallons water, inverter, Bruce, 300 amp-hours DC, very clean. \$4,500/obo. Call (916) 452-2335.



O'DAY 192 SWING KEEL, 1985. Bristol condition, new roller furl, new teak, new hatch, new motor mount, 2-year-old 4-stroke Honda 8, Porta-Potti, Zieman trailer. \$5,000/with motor, \$4,000/without. In Sausalito. (415) 730-3168.

J/24, 1977, HULL #107. New standing rigging and bottom paint in 2002. New sails in 2004. Outboard 6.5 hp Suzuki, battery, anchor, Porta-Potti, etc. Sailed regularly on SF Bay out of Pt. Richmond. Great daysail boat. \$6,000. (510) 231-5998.

RANGER 23, 1971. Two mains, 3 headsails, bow pulpit, lifelines, all required lights, AC and DC systems, head. \$2,000/ or best reasonable offer. Call Gary (707) 552-3368.

WANTED: FREEDOM 21. Must be in good shape and ready to sail. Call (925) 933-2448.

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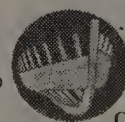
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SANTANA 22. Mint condition. New paint, new sails, rigged for racing. \$1,700. Call (707) 312-1774 or lray707@yahoo.com.



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1978 YNGLING. Olympic racer, daysailer and trailer in very good condition. Sweet Bay sailer. Only \$1,400. (510) 499-9211.

25 TO 28 FEET

COLUMBIA 26 Mk II. Main and working jib by Pineapple in excellent condition. Genoa, good condition. 9.9 Evinrude/Johnson longshaft outboard like new. Standing rigging in good shape. Enclosed head. Sleeps 5. Needs exterior/electrical work. \$2,650. (510) 215-9924.

CATALINA 25 POP-UP. Rebuilt Yacht Twin 2-stroke outboard, about 5 hours. Sails, good shape. Furling jib hardware included. Marine head. Galley with lots of little extras. \$5,500/obo. See website: <www.geocities.com/ladypriscilla25> or call (650) 871-1624.

CAPE DORY 28. Classic Carl Alberg design, 10,000-lb full keel sloop. Main, genoa, and new working jib. Monitor wind-vane, Autohelm, 35# CQR, Volvo MD7A. Documented, berthed in Marina Bay, Richmond. \$25,000. (707) 678-5677.

MONOHULL, 20+ KNOTS. Magic 25, 1995. \$8,900/obo. Three trapezes, one design, carbon fiber, 1-year-old sails and spars. Call (805) 455-1060.

1983 CATALINA. Swing keel, 2-axe trailer, pop-top, 8 hp Nissan. New 1/05: Standing and running rigging, bottom paint, anodes. Like new: Outboard, pop-top cover, overall condition of boat and sails. Lots of extras, all original manuals. Boat has been primarily stored or used on Clear Lake. \$5,000/obo. (831) 458-5386 or (831) 234-8835. Now in S.C. Harbor.

INTERNATIONAL FOLKBOAT 25, 1971. Built by Marieholm in Sweden, full keel, solid fiberglass lay-up construction. VHF radio, depthsounder, head with holding tank, three sails. Standing rigging new 2001, epoxy barrier coat, last haulout 2002. Upwind slip Berkeley Marina. \$6,000. Call (415) 425-6420 or intfolkboat544@hotmail.com.

CLASSIC STAR BOAT. Hull #4497, year 1961. Asking \$7,800/obo. With trailer. Over 13k of improvements. Must sell. Call (805) 455-1060.

DOCUMENTED NOR'SEA 27, 1993. Center cockpit, 2GM20 Yanmar, 900 hrs. Located fiord, Southern Adriatic. Has mooring, 3-axe Pacific trailer. Storage/security: 100 Euros/month. Excellent maintenance available. Loaded: Radar, communication/navigation electronics. German insurance rates 1/3 US. Email: stv274@cg.yu. Give name/contact info.

28-FT HAWKFARM. Top race winner, brings in silverware. Huge inventory of new equipment like sails, winches, engine, paint, wiring, faired foils, bottom. Hauled/surveyed March 2004, excellent survey. Comfortable interior. \$11,500. Call Dan (510) 521-7172.

LANCER 28, 1978. Full keel with mid-night-blue body and white and gray deck. Honda 4-stroke outboard, sleeps six with galley and head. 3 sails, tiller steering, on trailer. \$7,995/obo. (916) 705-3013 or email: Conland@Quiknet.com.

CATALINA 27, 1974. \$7,000. Atomic 4 engine runs well, new standing rigging 2002, main, jib, genoa, new sail cover. Great Bay boat. Slip E16 at Richmond Yacht Club. Call John (925) 427-7107 or email: jglenno@aol.com.

MacGREGOR 26X, 1997. Great condition, very low hours, 50 hp Tohatsu motor. Head, stove, ski hooks, cushions, curtains, ski ladder, cockpit table and many other extras. \$16,500. (707) 258-1077 or email: Napa2987@yahoo.com.

YANKEE 26, 1973. Sparkman & Stephens design. Very solid boat. Diesel. Main and self-tacking jib. Berthed at Stockton SC. Interior needs some work, otherwise good condition. Anchors, stove, head, vang. Classic pocket cruiser. \$4,000. Call (209) 466-8163.

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CATALINA 27, 1975. \$3,500. Good condition, Sausalito berth. 6 hp outboard, fix Atomic inboard and could be great. <www.denaliresources.com/catalina27> Call (415) 381-4844.

MacGREGOR 26X, 2000. Excellent condition. Includes: Trailer, 50 hp motor, full custom cockpit enclosure, bottom paint, GPS, shorepower, roller furling, sail covers, all lines led to cockpit, anchor with rode, fenders, four 6-gal gas tanks, wheel steering, microwave, large head, teak accents, much more. \$19,750. Call Dan (415) 456-2644.

26-FT MARIEHOLM FOLKBOAT. Fiberglass classic, extensively upgraded for cruising in 1985, using "highest quality materials and workmanship" (Jim Jessie survey). Double-spreader rig, bronze ports are examples. Needs TLC, but you will not find a stronger, safer, prettier pocket cruiser. \$5,000. (510) 865-4304.

CLIPPER MARINE 26, 1974. Great condition. Swing keel, huge cockpit for fun. Stereo, galley with ice box, alcohol 2-burner stove, pop-top, trailer, outboard motor, roller furling head sail. A great family cruiser. \$4,500. Call Dave (916) 933-2346.

ISLANDER 28, 1984. Great condition, very well equipped. Wheel steering. Yanmar 20 hp diesel, roller furling, new genoa 2000, 135% Mylar genoa, extra sails, spinnaker with pole, whisker pole. New batteries 2002. Professionally maintained. Great racer/cruiser. \$22,000/obo. Call (415) 497-0795 or email: hollandar242000@yahoo.com.

RANGER 26, 1973. Nicest in the Bay Area. Five sails: 2 mains, 2 jibs, spinnaker. Honda 5 hp outboard with gas tank, new \$1,000 Svendsen pulpit, Harken winches, raft, foot pump, oars. 2 anchors, depthfinder, VHF, new Porta-Potti, tool box with tools, boat hooks, foul weather gear including gloves, life vests, bilge pumps, chains, ropes, many extras not listed. Extensive interior redecoration. Really nice. \$7,500. Email: nurzguy@comcast.net for pictures.



ERICSON 27, 1976. Excellent condition. Atomic 4 engine, 135% furling genoa, depthsounder, knotmeter, new sail cover, head, alcohol stove, dinette, stereo, lifelines, fenders, teak accents. SF Marina. \$19,500. (415) 929-1422.

CATALINA 25, 1983. Trailer, fin keel, nice shape, freshwater boat, no blisters. Roller furling genoa, spinnaker, pop-top with excellent enclosure, Porta-Potti, electric start 9.9 Yamaha, nice interior. New 2003: 3 coats bottom paint, BBQ, cockpit throttle cables, batteries. (559) 222-4131 or bob_gellen@yahoo.com.

RANGER 26, 1972. Great condition. New North main 9/04, running rigging, interior carpets, sail cover, canvas. Honda 8 hp 4-stroke. 25w VHF, stereo, depth, etc. This boat is faster and more fun than most 30-footers on the Bay. Sausalito berth. \$6,000. (415) 722-7444.

C&C 26, 1977. LOA 26'4", beam 10'. Great performance, full standing headroom, original owner, excellent condition. Berthed in Delta since new. Yanmar diesel, Pineapple sails, full cover, many extras. \$12,000. Call (916) 383-6527 or mrab1@juno.com.

CONTESSA 26 SLOOP, 1974. Built by JJ Taylor. Strong boat, lines aft, 5 hp Petter diesel, tranny needs work. Located at Petaluma, CA Marina. \$5,500. Lance (209) 586-9557.



CF 27 PHRF CHAMPION. Classic racing design with standing headroom. Epoxied/burnished foils/bottom. Sparcraft mast with rod. Adjustable leads. KVH digital compass, Signet. Race/delivery and cruising sails. \$13,500/obo. Ready to win. (310) 398-1430 (lv msg).

CATALINA 27, 1971. Dinette layout. Great condition, never damaged. Always well-maintained and upgraded all along. New 8 hp Honda 4-stroke ob. Plenty of extras. Coyote Point YC berth. Singlehanded set-up. I've sailed her nearly every week since 1988. \$9,000/obo. (650) 281-4688.

CUSTOM WYLIE 28 HAWKFARM. Attractive interior, all gear excellent, diesel, dodger, GPS, VHF, Autohelm, solar panels, safety gear, sea anchor. Main with 3 reefs, 3DL #1, Dacron #3 & 4, trisail, storm jib. 2-speed self-tailing winches. \$12,000. (415) 717-9184.

CHRYSLER 26 SLOOP. Fixed keel, wheel, 9.9 electric start, full galley, head, clean, sleeps 6. \$9,995. (415) 383-3637.

CHEOY LEE FRISCO FLYER 26, 1966. Heavy fiberglass hull, teak over fiberglass deck, teak trim. MD-1 Volvo diesel, head with holding tank. 2 jibs, 1 main. VHF/stereo. A sweetheart of a boat. Must sell. \$8,400/obo. Call (415) 457-8557.

OLSON 25. Terrific shape. Complete, competitive and a blast to sail. Bags of race and cruising sails. Smooth race bottom, new chainplates and hatch. Outboard, VHF, instruments, stove, cushions, life jackets, Porta-Potti, all the goodies. Last survey available. \$11,000. Call (415) 350-4130.



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NEWPORT 27, 1974. Runs great, Universal diesel inboard, 2 jibs, rigid vang, radio, VHF, new bottom paint 2005. Great family boat. \$6,000. (707) 592-3104.

NORSEA 27, 1990. Aft cockpit, Yanmar diesel, fixed 3 blade. Main, jib, drifter and storm. CQR, VHF, 6-ft inflatable. Rich, warm wood interior with custom chart table. Capable bluewater vessel located in Richmond, CA. \$46,000. (916) 454-1106 or rrharri@pacbell.net.

29 TO 31 FEET

ISLANDER BAHAMA 30 SLOOP, 1982 with diesel inboard. Original owner. \$18,000. Owl Harbor, Berth H4. Sail inventory: 90, 110 and 135 headsails plus mainsail. For information or inspection please call Walt (510) 793-8794 or email: Tapnsail@aol.com.



ERICSON 30+, 1984. Diesel, autopilot, GPS, Loran, VHF, AM/FM/CD, speed, depth, cushions, excellent gear, cruiser in excellent condition. Island (805) 3,900.

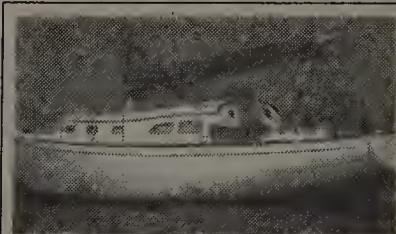
GOLD

CAL 2-29, 1977. Yanmar diesel, wheel steering, furling with extra sail, heavy triple-reef main, dodger, electronic Autohelm, Navik self-steering. New (6/04) oversized standing rigging and spreaders, custom interior and galley for cruising, new legal head, stereo, VHF, knotmeter, depth, windspeed. All lines led aft, comprehensive maintenance log of all work done. This sailboat has never raced and is in excellent condition, ready to go, many extras included. Located Benicia. \$18,500. (775) 746-3379.

SANTANA 30/30 PC. Optimized 30-ft racer. Revised deck layout, retrofitted big rudder, timer/depth/speed. DGPS on mast. New rigging, new cabin cushions, custom SC27-style teak cabin sole. Carbon spin pole, new Yanmar diesel, fuel tank, batteries and charger. Race sails: 2003 carbon Quantum #3; 2004 carbon D4 Doyle main; 2002 Doyle D4 #1, light use; 2000 Doyle #2, very light use; Airex .5 & .75 kites; older 1.5 oz kite. Absolute turnkey racer/fast cruiser. \$27,000/obo. Located Alameda, CA. (415) 254-4410.



COLUMBIA 30, 1973. Excellent condition. Great liveaboard. Palmer gas engine, roller furler, VHF radio, AM/FM radio, TV and VCR, TV antenna, microwave, fridge, depthsounder, BBQ. \$9,500/obo. Call Dan (510) 301-1425.



ERICSON 30. Monterey mooring, diesel, main and 2 jibs in good condition. CD/stereo, dinghy with outboard, beautiful interior, kitchenette, head, battery charger. Excellent condition. \$14,500. Call (831) 620-1931.

WEST COAST PEARSON TRITON. #367. Yanmar diesel, brand new canvas, manual windlass, Autohelm, new sails, inflatable. Much more. \$24,999/obo. (805) 689-4857.

ETCHELLS USA 437. Ready for Worlds. Clean, well maintained, race ready, new sails, recent rigging, new boom, rudder, tiller, spinnaker bags, bilge pumps. Trailer good condition. Located convenient Brickyard Cove, Pt. Richmond, CA. \$10,900/obo. Call Mike (415) 606-2266 or email: Michael.aune@schwab.com.

31-FT DUTCH STEEL SLOOP, 1971. Volvo diesel, Panama/West Indies vet. Great cruiser. Reefer, stove, autopilot, vacuflush head/holding, etc. Berthed Alameda. \$15,000. (510) 522-3011.


CATALINA 30, 1975. Standard rig, Atomic 4, cabin heater, dodger, tiller with ST2000 pilot, 3 headsails, 2 main sails, dinghy davits, all lines led aft. Very good condition, possible Morro Bay slip. \$19,000. John (805) 772-9684 or (805) 441-4384.



ALBERG 30. Full keel fiberglass, dodger, roller furling, Monitor, Autohelm tiller/pilot, solar/regulator, Graymarine gas, propane stove, GPS, depth, CQR, Bruce, Danforth, chain. Located Puerto Escondido, Baja. \$8,500 or trade camper van or small motorhome. Email: sv_ajax@yahoo.com.

ALBIN BALLAD 30, 1982. Tough, seaworthy and seakindly quality Swedish-built sloop. Reliable Volvo diesel, roller furling. Fast and good looking. Very good condition. Only \$13,000. Call (510) 499-9211.

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SAILMAKER'S PET, 1962, H-28. Mexico and bluewater veteran. Regatta winner. ICOM SSB with Pactor3, new Honda 15, Avon, and 9 new sails able to travel across oceans. Sails smoothly on classic lines. \$19,000. Tacoma, WA. (253) 229-0168 or sv_chinook@yahoo.com.

ERICSON 30+, 1980. Excellent, well-maintained Bay and Delta performance cruiser. Universal diesel, autopilot, GPS, all lines led aft. Near-new mainsail; 100, 150, gennaker headsails. Roller furling. Beautiful interior. \$18,700 (408) 354-3676. See: <www.waitweb.com/Ericson30plus.index.html>

CATALINA 30, 1981. Excellent condition. 15 hours on new A4. Wind instrument, depth, dodger, bimini, stereo, stern rail seats, green sail covers. VHF, barbeque, hot water, new (one year) standing and running rigging, wheel, good sails, good cushions, etc. Very clean. Bottom maintained regularly. Sails like a dream. \$21,500. Call (530) 235-4908.



CLIPPER MARINE 30, 1975. Good condition, inexpensive Bay and Delta sailboat with excellent Yanmar inboard diesel, two jibs and spinnaker. New butane stove, battery charger and windvane. Standing rigging and sail covers new in 2002. \$4,500/obo. (209) 327-2751.

BABA 30, 1979 cruising cutter. Bob Perry designed capable offshore/ocean cruiser, good upwind performance. Full suit of cruising sails, dodger, Monitor windvane, liferaft. Polynesia veteran. New Volvo 29 hp diesel powerplant. Berthed Sausalito. 2nd owner. (408) 354-7121.

LANCER 30, 1979. Near Rio Vista. Diesel, tiller, new main, teak interior, depth, wind, speed, radio, marine head, alcohol stove. \$9,000. (775) 246-5060.

CATALINA 30, 1981. Numerous headsails and spinnakers, updated diesel, interior and windows. This boat has wheel steering and all the go-fast toys. The interior is immaculate and the boat has been well cared for. \$24,000/obo. Call Mark (650) 341-6449 or mhecht668@aol.com.

ERICSON 30, 1969. Volvo Penta diesel, new standing rigging, electrical, lifelines, mainsail, mast electrical, thru hulls, hoses, traveler and main rigging, hatches, upholstery. Solid Bay cruiser. \$7,000/obo. Call (415) 867-9022 or email: psidorenko@clearpathnet.com.

CATALINA 30, 1980. Standard rig, fin keel, wheel, traditional interior, eodger, life sling. 2003: Standing rigging, Pro-furler, 130 genoa, Garmin GPSMAP 168 sounder chartplotting receiver/depthfinder, Garhauer traveler, battery charger, cockpit C-cushions, new interior cushions and upholstery. \$18,900/obo. (530) 470-0511.



GARY MULL 30, 1972. Cold molded. Built by Easom Boatworks in Sausalito. Renovation 80% complete. All original equipment. No engine, Garelick outboard bracket included. All new paint and varnish. \$6,000. Located at South Beach Harbor, slip F74. prettypenny@sonic.net or (415) 647-7387.

ERICSON 30, 1969. Very pretty boat. Topside paint 2003 including non-skid and wood refinishing. New Pineapple main 2003, roller reefing jib like new. Edson wheel steering. Nice canvas dodger. Roomy interior, VHF, stereo CD, shorepower, battery charger, water heater. Atomic 4 runs great. Must see to appreciate. Great Bay boat, will easily upgrade to coastal. \$14,900/obo. (530) 308-8519.

CAL 2-29. Bill Lapworth successful design for midget ocean racing. Fast, dry, easy handling. Sleeps 6. Recent new mast, interior, bottom, major engine work. Atomic 4. Race and cruise equipped. Sell due to death in family. \$15,900. Seller motivated. (209) 365-6642 or (510) 708-6643.

32 TO 35 FEET

J/105, 1992. New bottom paint, top decks non-skid. Shoal draft, tiller, pilot, GPS, sailcomp. Quantum racing main, jib. North spinnakers. North dacron main, genoa. Complete cruising gear. \$79,000 or partnership including Lake Tahoe buoy. (530) 318-0522 or tahoesail@hotmail.com.

CAL 34, 1971. Atomic 4, electric windlass, Loran, VHF. Pressurized cold water, propane stove. New batteries, cockpit cushions, toilet, bilge pump. Sails older but serviceable. Long Beach. Ready to use or live aboard. \$13,500/obo. (909) 338-8502 or (909) 754-6636.

ERICSON 35-2, 1978. 1995 Volvo Penta diesel, folding prop, dodger. Bristol condition, totally upgraded since 1999. New upholstery, barrier coat, Lewmar opening ports, tiller/pilot, radar, GPS and much more. \$39,950/obo. Call (530) 906-6085.

SANTANA 35, BLUEFIN. This is the premier Santana on the Bay. Bottom faired to perfection. Good sail inventory. This boat has won it all. \$32,000. Call Guy (707) 246-0949 or email: gbenjamin@adventmortgage.com.

YAMAHA 33, 1979. Sailboat in very good condition. New racing sails, two spinnakers, new main and lots of extras. Yanmar diesel, nav desk, sleeps eight, full galley, head and more. \$28,000/obo. Call (415) 389-8224.



35-FT J/105, 2001. Well maintained and in excellent condition. All J/105 options including wheel steering. B&G instruments and pilot, VHF, GPS, stereo. 2004 racing sails. Redwood City. \$129,000. Email: john@castlerock.com or call (408) 234-4402.

32-FT ATKINS BLUEWATER CRUISER. Ferro, new Volvo diesel. Complete refit Norseman fittings, new running rigging, 9 sails dodger, radar, VHF, depth, extra gear. Must sell. \$8,800. Also, mooring in Pt San Luis and Sailomat windvane. (805) 712-8259.



COOPER 353 PILOTHOUSE, 1981. Rare pilothouse sloop, design by Stan Hunt-Ingford. Dual-station hydraulic steering, ProFurl, new North sails, Furuno radar, ICOM SSB, Garmin GPSMAP, all B&G instruments, B&G PL-1 autopilot. Forbe10 stove and diesel heater, windlass with 280-ft 3/8" chain, 35-lb CQR. Freedom 10 inverter, 120 amp alternator, Volvo MD11C with S110 saildrive, all control lines aft, 406 EPIRB. New bottom paint 11/04. Documented. \$45,000. Pictures available. Call (707) 473-0129 or email: ronraven@pacbell.net.

MARIEHOLM 32 SLOOP, 1975. 7/8 rigged. Built in Sweden. Full keel, tiller, dodger, MD2B Volvo, folding prop, gel batteries. VHF, depthfinder, windpoint, knot log, 5 headsails. Alameda berth. Out-of-area owner needs to sell. \$12,000/obo. (415) 706-7896.



LIEN SALE: Saturday March 12, 2005. Coyote Point Marina will be auctioning a 1966 Pearson/Alberg 35 sailboat. View from noon to 1 pm at Coyote Point Marina Visitor Dock. Auction will begin at 1 pm. For more info call (650) 573-2594.

ALDEN 34 SLOOP. Perkins diesel engine, runs but needs work. Sleeps 4, private head, shower, galley. Could be nice live-aboard. \$9,500. Jim (209) 786-6003.

RANGER 33, 1977. Well maintained. Gary Mull racer cruiser. Universal diesel, pressure hot cold water, refrigeration, propane stove. Full battened main, 6 bags headsails, 4 spinnakers, many rigging and interior upgrades. Great club racer and liveaboard. \$29,500. (510) 215-2304.



ISLANDER 34, 1969. Universal 25 diesel. New as follows: Running rigging, masthead, thruhulls, ball valves, hoses, head, hot water tank, holding tank, battery tray, upholstery, paint inside/out, etc. Located in Oakland at Quinn's Lighthouse. \$16,900. Call (925) 957-0737.

PEARSON VANGUARD 32.5, 1965. Bay/coastal cruiser. Reefed main, 3 headsails, Atomic 4, 3 anchors, VHF, holding tank, 6'3" headroom, propane BBQ, misc other gear. \$15,000. Call (510) 418-1580 (days) or (775) 588-4580 (eves).



YOUNG SUN 35 CUTTER, 1982. Solid, heavy displacement, bluewater cruising boat with beautiful interior woodwork. Robert Perry design, Yanmar diesel, new cushions, radar, GPS, VHF, autopilot. With slip in Monterey, CA. \$69,500. <www.ninefootnine.com/youngsun35/> or (360) 303-9759 or gmasters@stanford.edu.

CATALINA 34, 1987. Clean, never chartered, documented, full dodger with awning, knot/log, wind, Autohelm, CD stereo, cockpit speakers and cushions, oversized Harken furler, padded 150% UK genoa with reef reinforcements, full battened main, refrigeration, h/c pressure water. See photos: <www.yahoo.com/castellanet> Emeryville. \$54,000. (510) 384-8439.

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HANS CHRISTIAN 34T, 1978. Equipped for cruising. Electric windlass, canvas dodger, custom built arch in stern for radar and antennas. Mainsail with lazy-jacks, staysail, jib with Profurl. Tricolor and strobe at masthead. Newport heater, new LectraSan and waterheater. Hot/cold pressure water, shower with sump pump, AC/DC refrigerator. CNG stove with oven. Heart interface inverter, upgraded wiring/panels. Radar, VHF, GPS, depth, knot, distance instruments. 35 hp Volvo diesel, freshwater cooled, under 500 hours. Beautiful teak interior. \$69,000. (707) 875-8904.



CHALLENGER 32, 1974. 48 hp Nissan diesel. H/C pressure water, engine-driven refrigeration (needs recharge). Teak interior and trim, hard windshield dodger. Located Half Moon Bay. \$17,500. Call (209) 642-0325.

CATALINA 34, 1987. Well equipped, maintained, three headsails, furling self-tacking jib, newer dodger, full sunshade, weather cloths, refrigeration, propane stove, heater, wind and depth instruments, reliable diesel, CD, upgraded 12v, beautiful teak interior, many extras, recent excellent survey. \$49,500. (650) 969-9327.

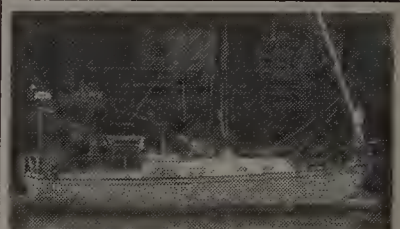


MARINER 35 KETCH, 1966. Mahogany/oak, copper and bronze fastened. Wm. Garden design by Far East Yachts, Japan. *White Crest* is a famous Bay Master Mariner that underwent an extensive refit/restoration over past 4 years including new deck from frame up by Knight Boat Co. Hauled, caulked and painted, all professionally done. Gimballed stainless oven/stove. Owned by Phil Ganner, professional boatwright, who passed in 2003. Brand new UK sails by Rooster. Perkins 104, perfect runner. Great liveaboard or world cruiser. Does not need TLC. Way too much stuff to list. Beautiful, affordable world cruiser woodie at bargain price. Part trade for Harley, pick-up? Possible nice Alameda slip. \$29,000. (775) 338-9306 or email: flicka55@hotmail.com.

DUFOUR 34, \$34,500. Beautiful ocean-going vessel. Cruising or liveaboard. French built, 1974. Volvo MD2B. Loaded. Well maintained. Same owner since 1980. *Suzanne Marie*, berthed in A dock, Santa Cruz Harbor. (408) 482-6583. Go to: www.northsidemac.com for link.



CHINOOK 34, 1967. Fiberglass centerboard cruiser. Lidgard sails, Yanmar, manual windlass, 35# CQR, boat cover, diesel heat, propane stove with oven. \$20,000/obo. Call (360) 385-7466 (after 6:30 pm).

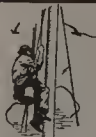


PEARSON 323, 1982. Excellent condition. Radar, GPS, 3-burner stove and oven, dodger, refrigeration. Repowered 1997, very low hours on new Yanmar diesel. Ready for cruising. \$34,000. Call (510) 331-7899.

TARTAN 34, 1974. S&S design keel/centerboard, little use last four years, needs motor work, has some blisters, clean interior, nice hull and deck, Siemens on teak, twelve-year owner. \$12,000/obo. (650) 244-9619.



FANTASIA 35 CENTER COCKPIT sloop, 1978. Fantastic cruiser/liveaboard. More space than many 40 footers. Large tanks, diesel, hand-laid fiberglass hull, teak interior. Charming aft master stateroom, guest stateroom forward, salon, very nice galley, head, and work shop. New Neil Pryde sails, new sail covers, new furler. Three jibs, main, spinnaker. A comfortable and solid boat that can sail anywhere. Trinkie dink with motor. In Santa Cruz. More info at: www.skyhighway.com/~angelina Asking \$63,000. Call Neil (831) 246-0450.



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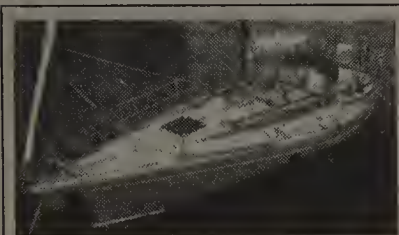
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RANGER 33, 1978. Perfect for cruising/racing and just fantastic to sail. 4 sails, furling on headstay, diesel, wheel, autopilot, Navman depth/speed/wind, VHF, good bottom paint. Standing/running rigging in good shape, dodger, bow and stern anchors, hot/cold water, battery charger, CNG oven, very nice interior, much more. \$21,000. San Diego. (858) 752-3232 or Andrew_constantine@yahoo.com. Photos at: <http://f1.pg.briefcase.yahoo.com/bc/andrew_constantine/1st?dir=/Ranger+33>



CONTESSA 35, 1976. Great shape, very capable fast boat. USCG documented, recent mast and standing rigging, many extras. If you are dreaming to go far away, this is your boat. \$39,000/obo. Michael (408) 202-2433 or shinskym@mail.com.

PEARSON ALBERG 35. The classic blue-water cruiser. Upgrades and cosmetics: A plus. Lots of sailing gear and stuff. Boat needs a new engine. Owner retiring out of state. Call Roger for details. \$19,500. (510) 528-0562.

36 TO 39 FEET

ERICSON 38, 1989. Tri-cabin, 4 cyl Universal diesel, electric windlass. One owner, lightly used, excellent condition. Great, fast, comfortable cruiser. \$89,000. (310) 390-1839.

CAL 39, 1979. Excellent condition, new roller furler, inverter, LP gas stove, dodger, bimini. Bottom paint 2004, shower, AM/FM stereo, CD, refrigeration. 50 hp diesel, autopilot, full wind/speed instruments. SSB radio, EPIRB, GPS chartplotter, great sails. Rigging replaced recently. \$75,000. (714) 523-7816.

BLACK & McANDREWS 38, 1976. Converted to cruising 1984. Two singlehanded circumnavigations by all five southern capes. Set up for singlehanded. Extensively proven in harsh conditions to be strong and fast. See <www.rockisland.com/~flit/> Lying Orcas Island, WA. \$49,500. (360) 376-7661.

CATALINA 36, 1992. Dodger, roller furling, knotmeter, radar, solar panels. Three anchors, depth, open transom, microwave, VHF, TV, stereo, battery charger. Pre-broker price of \$72,500. (619) 225-8662 or email: sndoneill@aol.com. Photos sent via mail upon request.

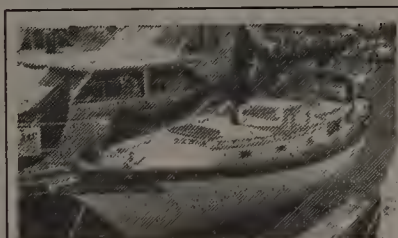
ALAJUELA 38. Bare hull, never registered. In heavy duty wood cradle. \$1,500. Call Wayne at Long Beach Boat Movers (562) 498-9260 or (310) 339-2732 (cell).

ISLAND PACKET 380, 2001. Little usage with 240 hours on Yanmar 56 hp. Raymarine 6000 autopilot, chartplotter, inverter, dodger and bimini. In excellent condition. Located in Santa Barbara. Would deliver. \$229,000. Please call (805) 462-8913.

HUGHES 38 SLOOP, 1970 with Monterey slip. S&S design, built in Eastern Canada. New Universal diesel engine, 60 hours. Pictures available. \$38,000. Call (831) 915-4984 or (831) 775-2475 (wk).

FREYA 39, 1984. Strong, seaworthy, cutter rigged offshore cruiser. Well equipped, ready to go, excellent condition. Maintained and upgraded to high standards. Custom factory extended deckhouse. Quality construction and gear. \$119,000. Located Beaufort, NC. (252) 241-9911 or twoforsail@yahoo.com.

UNION POLARIS 36. Yanmar 38, 500 hours. New sails, spinnaker with sock, Navtek rigging, watermaker, solar, new bowsprit. Monitor windvane with tillerplot, Autohelm 6000 autopilot. Too much to list, needs cosmetics, very negotiable. \$89,750. Willi (707) 481-5585.



DOWNEAST 38 KETCH, 1977. New Yanmar diesel with new transmission, four sails, propane stove, 12v refrigeration, autopilot, original interior, owner's cabin forward. Located Newport Beach, CA. \$49,000. Brokers welcome. Call Ron (714) 809-5668.

FAST PASSAGE 39, 1982. One of the best. Good condition and well equipped. \$135,000. Email: reilly@theoifficenet.com for details.

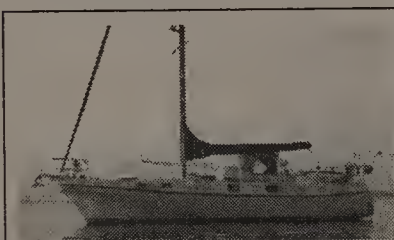
FREYA 39. Gypsy Warrior. Extensive equipment list and track record. Mexico, South Pacific and Northwest vet. \$150,000. Call (415) 717-4114 (days) or (707) 823-6550 (eves).

IRWIN Mk V, CENTER COCKPIT, cutter rigged. Two seasons in Mexico. Heading back up to the Bay area in March or April. Meet us along the way, or wait until we get home. Loaded for cruising. \$30,000 spent in 2003. SSB, radar, davits, new sails, new furler, new electrical, new windlass, Autohelm ST600 autopilot, new rigging, much more. \$63,000/obo. svlunasea1@yahoo.com.

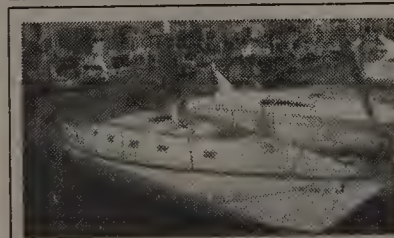
HUNTER 37 CUTTER, 1985. \$45,000. No blisters, Yanmar 44, radar, autopilot, refrigeration, roomy, comfortable live-aboard, propane, inflatable with outboard, 100 water, 38 diesel, hot/cold pressure. Clean, solid, good condition. Great sailing boat. Some cosmetics. Monterey. Call (541) 510-0443. Photo, details: wispreng@cabrillo.edu.

IF YOU HAVE DREAMS OF CRUISING or club racing and on a budget, this boat is for you. Has many extras. Bill Lapworth design with galley, aft and V-berth, sails, two anchors, electronic equipment and more. \$39,500/obo. Call (805) 443-9206 or (805) 658-1415.

APACHE 38 SLOOP. Sleeps 6, furling jib, gas engine, head, galley, berthed at Pier 39. \$19,500. Jim (209) 786-6003. Slip lease also available.



YORKTOWN 39, 1980 center cockpit. Factory commissioned, full size bed in aft cabin, V-berth forward. 2 TVs, DVD, VHS, CNG gas stove and oven, propane barbeque, microwave, refrigerator, freezer, ice maker. VHS radio, radar, 2 GPSs, depthfinder, new Autohelm 4/04, new mainsail 4/04, 50 hp diesel, dinghy with 5 hp outboard, 2 anchors, electric windlass, manual windlass, electric head, separate shower, new survey and bottom paint 12/04. This boat is set up for cruising and ready to go. \$59,000. Call Vic (209) 743-6275.



HUNTER 37, 1979. 10/04 Interlux Ultra bottom paint, Awlgrip hull paint. 6/04 replaced dodger and canvas. 8/99 new 150% jib. 4/99 new Harken Mk III reefing/furling system. Stereo, 14" flat screen, AC/DC refrigerator. Benicia Marina. \$38,200. Call (415) 819-9557.

UNION 36, 1978. All new: LPU on mast, mainsail, cover, varnished teak, wiring, radar, depth/knot meter, VHF, running rigging, two self-tailing winches. Isuzu diesel. Been puttering for four years, bought house, can't afford both. \$49,000. (650) 244-9619 or (408) 373-2231 (cell). Blessings on your sailing.

APACHE 37 SLOOP. Fiberglass S&S design built by Chris Craft. Fin keel, hard dodger, Yanmar, wheel, new canvas, major refit 2004. Light, fast and fun, ready to go. 2 boat owner must sell. \$37,500. (707) 224-2940, leave message or email: kemosabe37@msn.com.

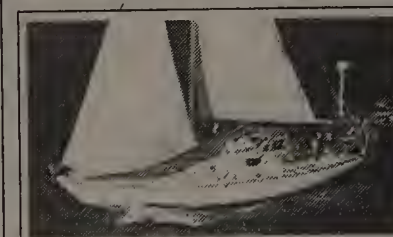


2000 BENETEAU 361. Garmin GPS 126, marine VHF, stereo, AM/FM/CD. Raymarine ST 6000 Plus Hyd AP, ST 60 masthead wind, ST 60 Tridata. Frigoboot 5000 cold plate, Lowfrans windlass, 2 anchors, chain, rode. Large port-side lazarette. Headsail new 6/04. Roller furling, new bimini, mainsail stack pack 6/04. New bottom paint 6/04. \$85,000. Walt Remele Call (907) 373-2648 or swremele@mtaonline.net.

CAPE GEORGE 36. Ketch rigged, 18 hp Saab. Rigged 2004, fully offshore capable but unfinished. Sailed Tacoma-LaPaz 2004. Located in La Paz, Baja. Family of 5 needs bigger boat. \$39,500. For specs/photos email: Sunbreak@hupfel.com.

C&C 37R, 1989. PHRF racing version with Kevlar hull, 8 keel. New furling, Harken main stack, non skid, refinished interior, dodger, and more. Must sell, will consider all offers. Asking \$91,000. Call Kevin (415) 331-8802 for info and pictures.

PEARSON 385, 1985. Start cruising in Paradise. Currently in Kona, Hawaii. Center cockpit sloop, custom modified for bluewater, professionally maintained. Clean, roomy, ready to go. Rarely seen on market. Only \$89,000. Call (808) 443-6380 or email for details and photos: yachtwindrunner@yahoo.com.



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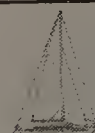
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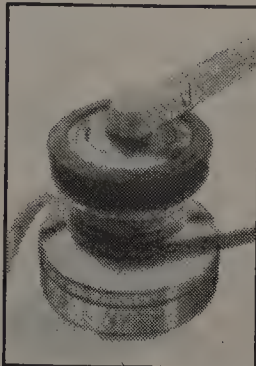
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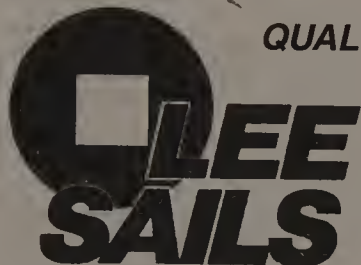


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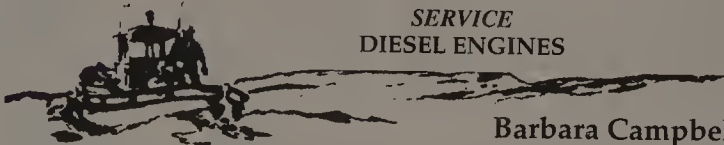
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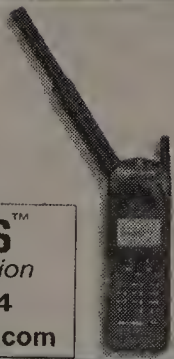
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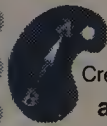


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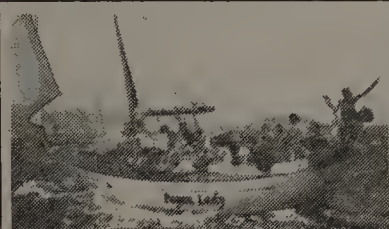
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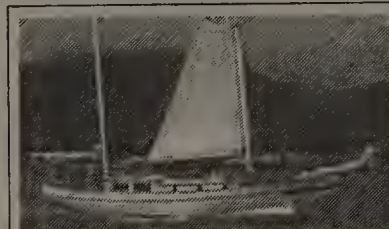
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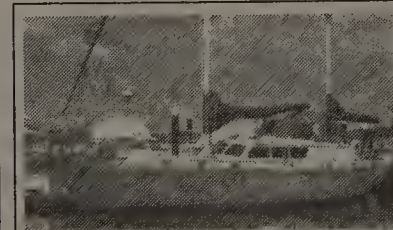
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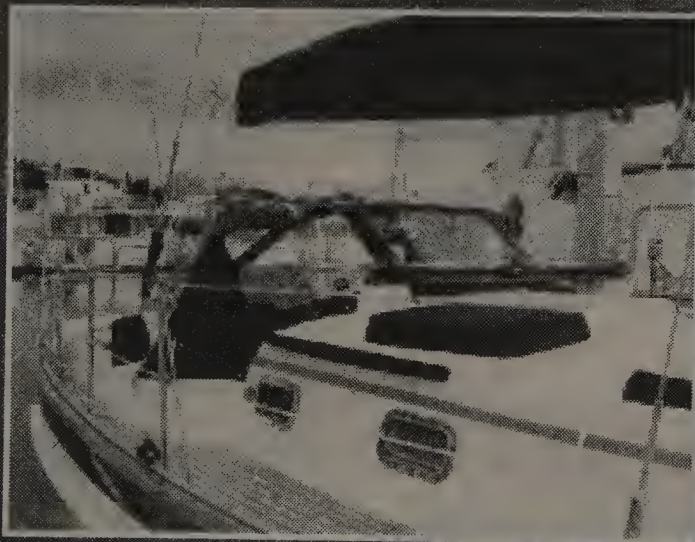
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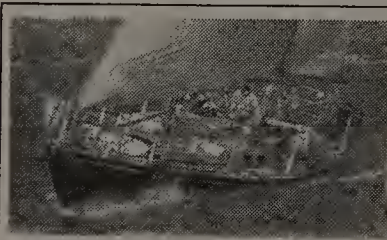
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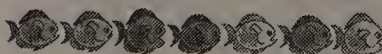


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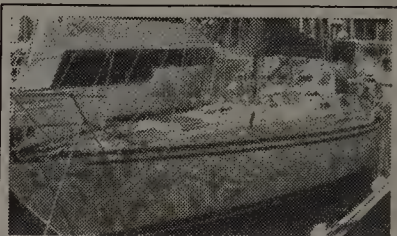


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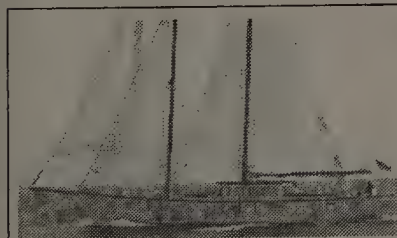
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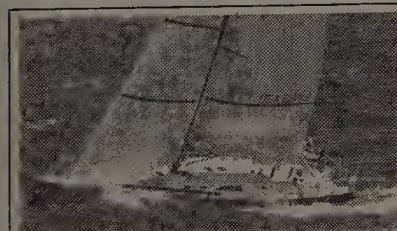
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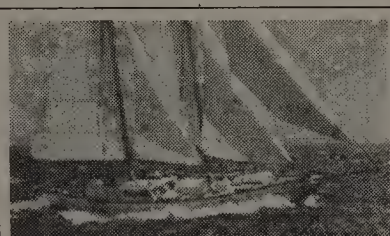


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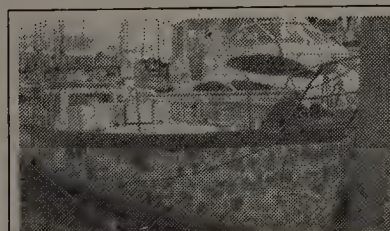


SAMSON 54 SCHOONER, 1978. 60,000-mile bluewater veteran, recent circumnavigation, and truly ready to go again. Endless equipment and spares list, integrated systems and superior workmanship. This is a very strong, very capable, and meticulously maintained passage-making cruiser. Upgrades to this boat make it stand out among other cruising yachts. Easily handled by two people. Check out 9-page web site with all details and recent pictures. <www.SchoonerEndurance.com> \$140,000. (714) 671-0446.

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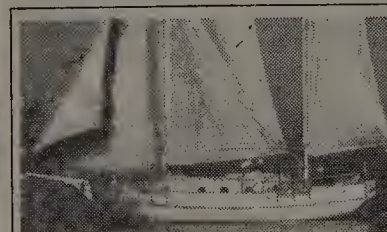
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KETTENBURG 43, 1965. *Friendship II*, #17 of 19. Immaculate condition, new Yanmar diesel, SSB, Force 10 stove, updated instrumentation, recent new North sails. \$87,000. Call Zeke Knight (858) 271-8999 or Bud Suiter (858) 459-1259 or budsuiter@earthlink.net.



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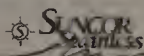
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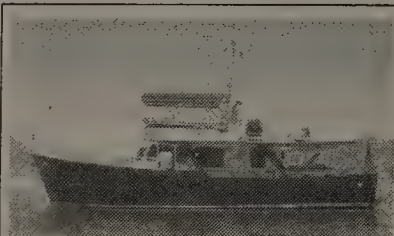
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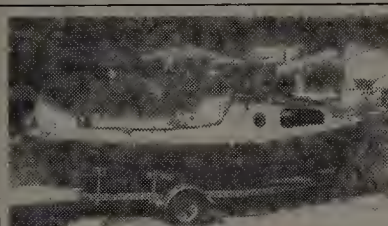


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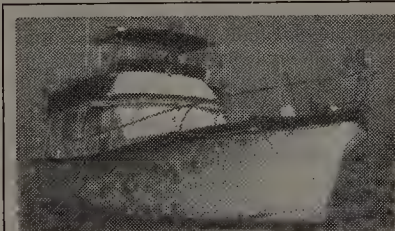
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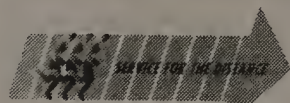
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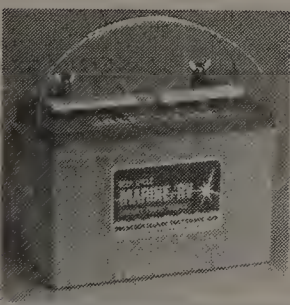
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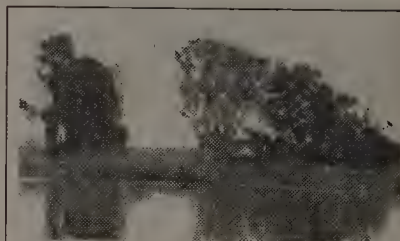
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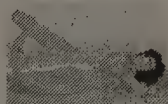


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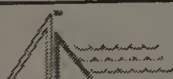
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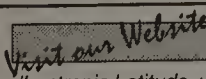
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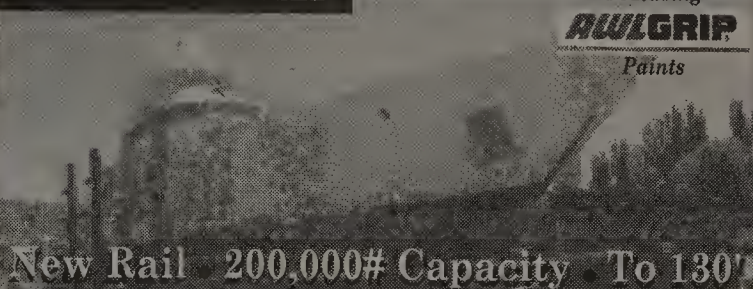
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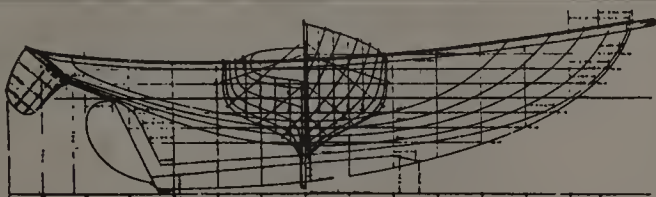
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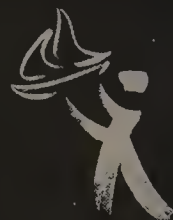
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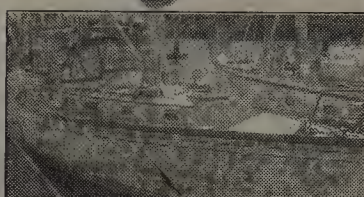
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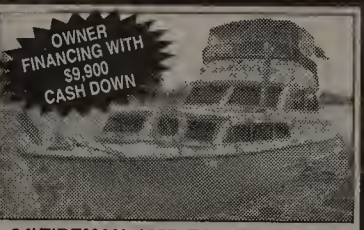
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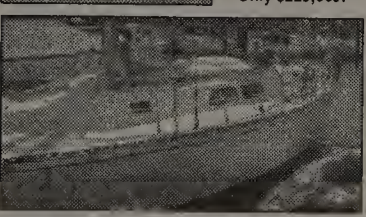


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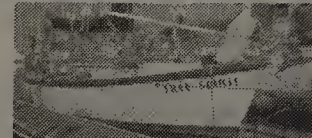
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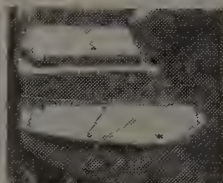
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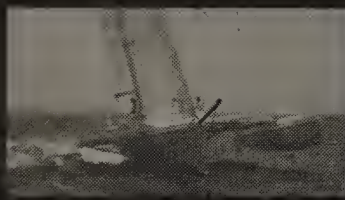
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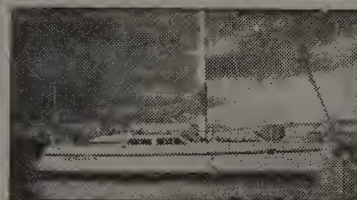
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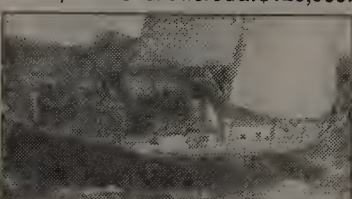
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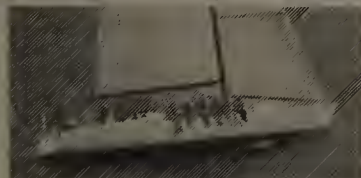
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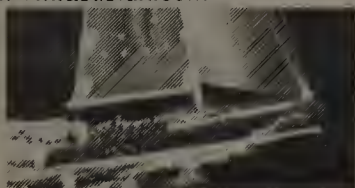
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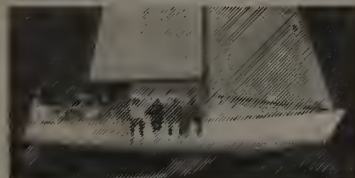
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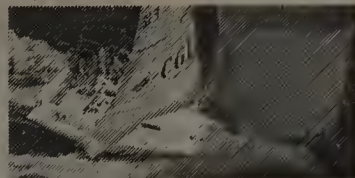
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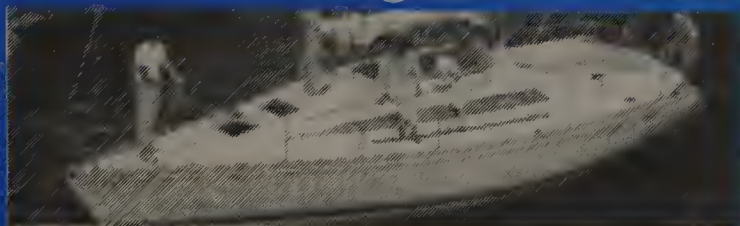


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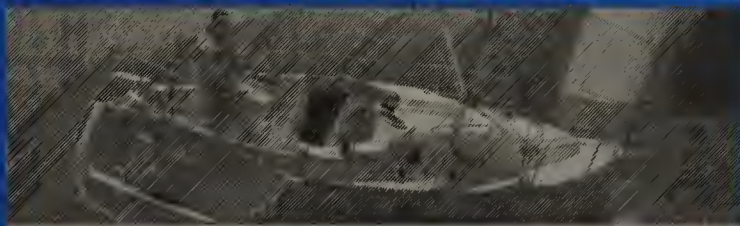
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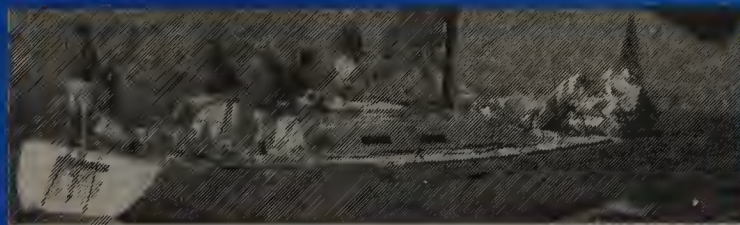
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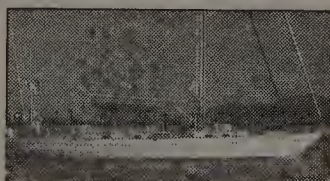
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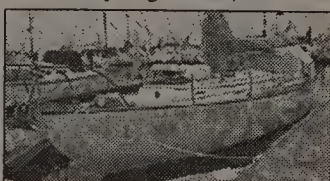
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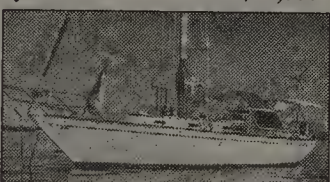
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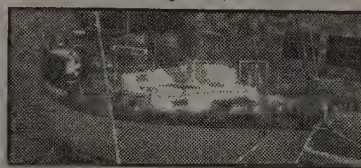
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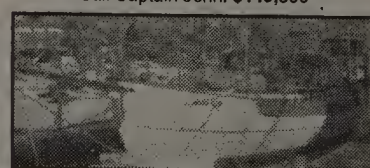
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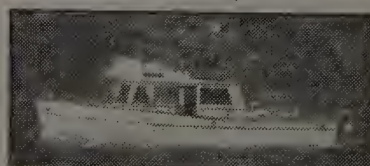
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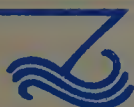
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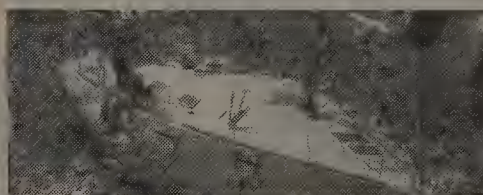
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BENETEAU FIRST 40.7, 2003 The 40.7 combines the excitement of a sleek, sophisticated racer with the comforts of a luxurious cruiser. This one is a well equipped (custom dodger, about \$50,000 worth of top-of-the-line sails, rod rigging, instrumentation and more) blue-hulled beauty. \$204,000



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48' C&C, 1973 One of two built, this vessel was extensively refit at the factory in '96, incl. full new interior. In better shape now than when new. Upgraded, updated or rebuilt from stem to stern: new 80 hp Perkins diesel has less than 200 hours, complete top-of-the-line electronics. \$199,000



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45' HUNTER 450, 1997 Shows very nicely, is competitively priced and has a PRIME Sausalito Yacht Harbor boardwalk slip that can transfer: one of the best slips in one of the nicest marinas around. Well equipped, full electronics & reverse cycle heat/air powered by Kohler genset. \$199,000



40' VALIANT CUTTER, 1975

Equipped for cruising and in nice shape overall. Recent Quantum genoa ('04) on ProFurl roller furler ('94), substantial dodger ('03), engine and transmission rebuilt ('96), etc. Most importantly: NO BLISTERS! \$125,500



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40' SPARKMAN & STEPHENS, 1953 An aft cockpit yawl designed by legendary Olin Stephens, built of the finest materials by one of Europe's premier yards, Irolita always had loving owners; her current caretaker has lavished untold time and money on her; and she shows bristol. \$125,000



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47' GULFSTAR SAILMASTER, 1979 Unbelievably roomy interior - 6'5" throughout most of boat and as much beam as many motor yachts. Fundamentally very sound, looks fine on the outside and has updated sails and rigging, including in-mast furling main with electric winch. \$122,000



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38' SABRE MkII, 1990
This East Coast gem is nice both above and below, is well equipped and the only Sabre 38 available on West Coast at present, very competitively priced and lying in a transferable Sausalito YH slip. \$159,000



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37' RAFIKI, 1976
Bluewater capable. This particular example shows very nicely, much, MUCH newer than her actual age: she was Awlgripped in 1999, but it looks like she was just splashed yesterday! \$74,900



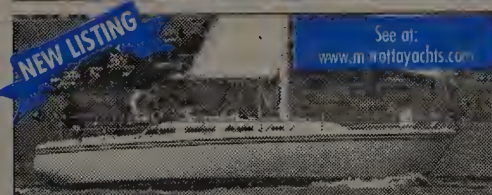
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31' HUNTER 310, 1999 The 310 is a member of Hunter's newest generation: cockpit orches are standard, the cockpit well is virtually circular, the rig is fractional, the hull is rounded with lots of freeboard and beam, the sheer is straight, and windows proliferate in astounding profusion. \$59,000



See at:
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36' MAXI, 1983 Maxi built almost 200 of the 108s and this particular example is in EXCELLENT condition; she also shows much newer than her actual age. If you're in the market for a classic European boat built largely by hand and showing bristol, this is a must-see. \$59,000



See at:
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36' CATALINA, 1985 With a diesel, dodger, roller furler and the interior in particular showing bristol, this particular boat shows well inside and out. Also note that she's lying in a transferable Sausalito Yacht Harbor slip, there's a three to five year wait to get a berth in this marina. \$59,000



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36' ISLANDER FREEPORT, 1978
Another Robert Perry-designed classic, and the rare B plan interior with the Pullman berth to boot! This is a solidly-built boat with a functional layout that in many ways was ahead of her time. \$54,900



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36' C&C, 1979 Very clean vessel with much updated equipment. Note especially professionally repowered with a Yanmar diesel in 1996. Tastefully redone interior, updated electronics, recent running rigging, immaculate brightwork, more. Vessel shows MUCH newer than her age. \$54,500



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30' HUNTER, 1989 Attractive interior with spacious aft cabin plus good sailing characteristics. Difficult to find boats in this price range that offer these features. Shows like NEW inside and out - cushions look like they've never been sat on! Low hours on Yanmar diesel, new batteries. \$37,000



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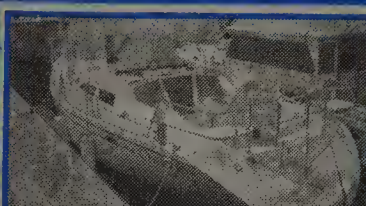
HANSE 31, 2002

German quality, many factory options. New sails. Asking \$87,000.



41' NEWPORT, 1979

A strong and beautifully designed performance cruiser designed by C&C. \$60,000.



CATALINA 42 MkII, 2002, 3 strms. \$225,000

CATALINA 38, 1981. \$537,500

CATALINA 34, 1988, wing keel. \$50,000



36' SUN ODYSSEY, '98

\$107,000



41' MORGAN OI, 1979. Second owner, ketch rig, Webasta diesel heater. Nice Sausalito slip. \$75,000.



47' GULFSTAR, 1979

Luxurious center cockpit, large accommodations below. \$142,500



40' BREWER PILOTHOUSE CUTTER, 1988

Ted Brewer design, large open salon area with galley. Cruise equipped pullman berth plus V-berth. \$159,000



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Only one on the west coast.

Ron Holland design, deep draft. Asking \$239,000

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| 60' Hartog '84 68,000 | 36' Islander '77 49,950 | 45' Fellows & Stewart '26 65,000 |
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| 42' Tayana AC '87 167,000 | 32' Pearson Vanguard '63 24,000 | 38' Californian '76 85,000 |
| 42' Custom schooner '72 39,000 | 32' Hunter '01 69,950 | 38' Hatteras MY '69 59,500 |
| 42' S&S '70 57,500 | 30' C&C MkI '76 21,500 | 38' Bayliner '87 106,000 |
| 42' S-7 Beneteau '99 215,000 | 30' Alberg '73 18,000 | 36' Sea Ray SF '80 85,000 |
| 41' Ericson '69 29,000 | 30' Catalina (2) '77 & '85 18,900 | 34' Bayliner Avanti ... '87 38,500 |
| 41' Newport '79 60,000 | 30' Isl. Bahama ... 2 from 20,000 | 34' Uniflite '77 35,000 |
| 41' Coronado '72 45,000 | 30' Newport, nice '81 24,500 | 34' Sea Ray '86 56,000 |
| 41' Morgan OI '79 75,000 | 29' Van der Stadt '69 16,000 | 34' Sea Ray Sedan '83 59,900 |
| 41' CT ketch '71 57,500 | 28' Newport '79 15,500 | 34' Silverton '90 79,000 |
| 40' Hunter (2) '86 79,800 | 28' Islander '78 28,000 | 32' Bayliner, diesel ... '89 79,900 |
| 40' Sabre 402 '86 239,000 | 28' Isl. Bahama '82 19,000 | 32' Cruiser '88 32,500 |
| 40' Brewer PH '88 159,000 | 21' Flicka '84 36,000 | 30' Sea Ray 305 DB ... '88 59,900 |
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| 38' Ericson '81 45,000 | 58' Hatteras '73 379,000 | 26' Lobster Boat '86 35,000 |
| 37.5' Hunter 2 from 36,500 | 57' Burger Alum. FB ... '62 539,000 | 24' Dayliner '86 24,000 |
| 37.5' Hunter Inquire | 57' Chris Craft 3 from 179,000 | 24' Regal 242, trailer .. 37,000 |
| 37' C&C 37R '89 84,000 | 54' Trojan FD '76 349,000 | 14' Boston Whaler Rage |
| 37' Irwin CC '80 40,000 | 53' Grand Banks Alaskan 225,000 | w/trailer '92 7,500 |
| 37' Cooper PH cstm .. '87 99,000 | 52' Libertyship '60 110,000 | |



SABRE 402, 1996 Sabre blue hull, full batten mainsail, headsail on Profair roller furler, Corian countertops. Located here on the Bay. \$239,000



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Inside steering, true custom w/fantastic detail, worth coming to SEA.

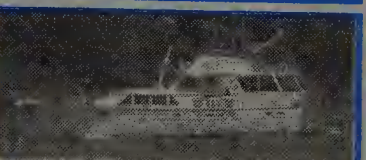


COCK ROBIN

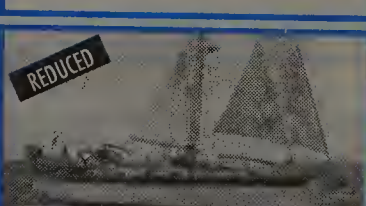
JOHN G. ALDEN, 1931

Film star:

Fathers & Sons, A Time for Life

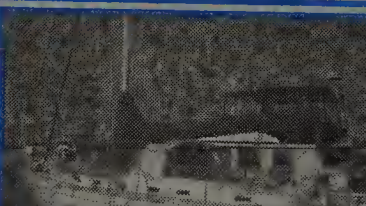


MOTOR YACHTS: 65' PACEMAKER CERT. \$499,000; Pictured: HATTERAS 58, '73, \$379,000; CHRIS CRAFT 57; 57' BURGER; 47' BANGER ALUM FB, '62, \$339,000; HATTERAS 43, Marina Green, \$139,500; HATTERAS 38, '69, \$59,500



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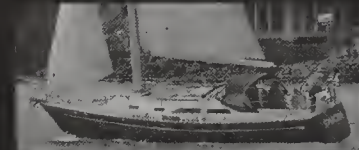


33' CHRIS CRAFT SPORT FISHER. Fiberglass, flybridge, twin V8s, VHF, radar, depth, dual helms, shower, galley, outboard and more! **Asking \$36,000.**



48' GRAND BANKS CLASSIC TRAWLER. Flybridge sun deck, queen aft cabin, radar, twin diesels and more. A great yacht. **Asking \$149,500.**

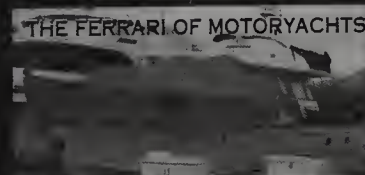
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30' FREEDOM. Easy sailing, great performing design by Gary Mull. Unstayed carbon fiber mast, dsl, radar, dodger, full lifelines. Intelligently set up to cruise. These are great boats. **Ask \$35,000.**



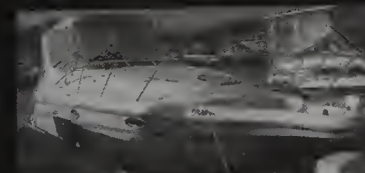
34' LOD, 40' LOA. If ever a yacht was "BRISTOL", this is her! She looks absolutely perfect. Dsl, copper riveted mahogany, lead, wheel, more. Must be seen! **\$49,500.**



53' BAGLIETO. 16m performance F/B M/Y. Style, Detroit dsls & Med. elegance. Exciting, comfortable pleasure platform. Great potential. **\$85,000 - Offers encouraged!**



46' ALASKAN TRAWLER. w/flybridge by Grand Banks. Twin diesel, 6.5 kw genset, full galley, radar, heater, large salon. Ideal for cruising/living. Roomy '69 wood classic. **Asking \$108,000.**



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28' BAYLINER CONTESSA Command Bridge 2850. Near new 310 hp V8. Fast & comfy. Sleeps 5 in 2 staterooms. Exceptionally clean 1987 w/dual helms and more. **Asking \$29,950.**

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20' SEA RAY flybridge, twins. **Ask 18,000**

19' TOLLYCRAFT EXPRESS cruiser, twins, good boat, runs well, great potential. **3,250**

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16' BAYLINER 2352 TROPHY, '00, trailer, a/d, only 10 hours on clock. **38,500**

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13' TOLLYCRAFT 350 V-8, fiberglass, nice. Radar, full Delta canvas. **Asking 9,500**

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29' TOLLYCRAFT EXPRESS cruiser, twins, good boat, runs well, great potential. **3,250**

28' CHRIS CRAFT Cavalier, nice. **12,000**

26' BAYLINER 2352 TROPHY, '00, trailer, a/d, only 10 hours on clock. **38,500**

26' CAULKINS BARTENDER, S1DK new engine reported, just hauled. **16,900**

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25' TOLLYCRAFT 350 V-8, fiberglass, nice. Radar, full Delta canvas. **Asking 9,500**

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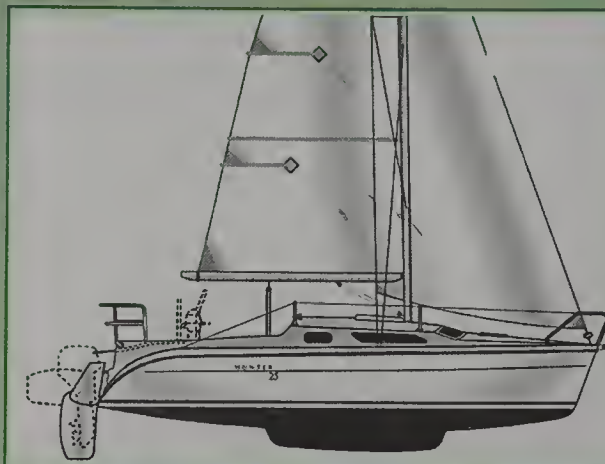
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